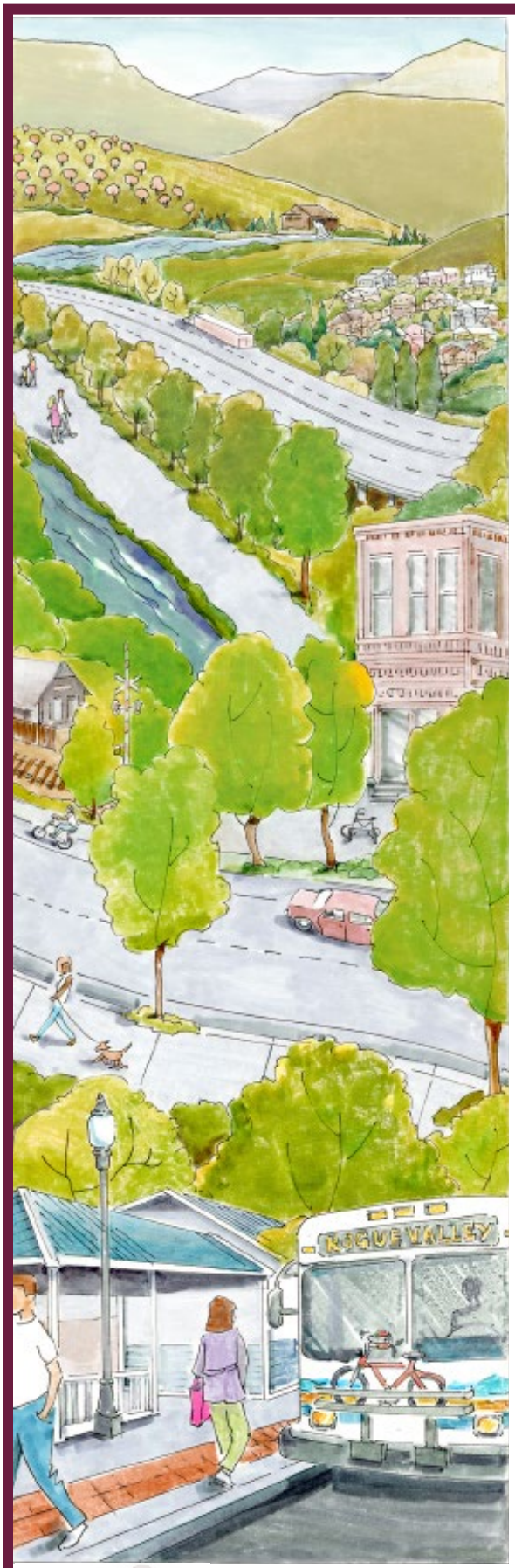

Air Quality Conformity Determination

For the

2025-2050 Regional Transportation Plan

September 23, 2025

Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Rogue Valley
Metropolitan Planning Organization

Air Quality Conformity Determination

For the

2025-2050 Regional Transportation Plan

Adopted
September 23, 2025

Published by:

Rogue Valley Council of Governments
155 N. First St.
Central Point, OR 97502
541.664.6674
www.rvcog.org and www.rvmpo.org

This report was financed in part by the Oregon Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

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) 2025-2050 Regional Transportation Plan, 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 less than 10 microns (PM_{10}) Air Quality Maintenance Areas.

The CO and PM_{10} 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_{10} AQMA covers about 228 square miles and approximates the Bear Creek Basin. The area is generally described as the Rogue Valley.

On December 15, 2015, the Oregon Department of Environmental Quality (ODEQ) submitted a Carbon Monoxide Limited Maintenance Plan (LMP) for the Medford area to EPA for approval. ODEQ submitted a supplemental plan to EPA on December 30, 2015. To be eligible for a CO LMP, an area has to have a design value at or below 7.65 ppm. Based on ODEQ's review of available data for Medford, the area met the requirements for an LMP. The CO LMP went into effect on September 19, 2016.

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.[1] Therefore, as of September 23, 2022, the Rogue Valley Metropolitan Planning Organization (RVMPO) is no longer 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). EPA approved the PM_{10} maintenance plan for the Medford-Ashland AQMA effective Aug. 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 is no longer required, provided the Medford-Ashland area continues to meet the PM_{10} NAAQS.

Conformity Criteria

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.

The transportation conformity requirements under 40 CFR 93.109(b) continue to apply for PM_{10}. This RTP conformity determination meets all applicable requirements under the conformity rule as described below.

40 CFR 93.104 ***Frequency of conformity determinations.***

[1] 67 Federal Register 48388; 81 Federal Register 47029

Conformity of transportation plans and TIPS must be determined no less frequently than every four years. Conformity of plan and TIP amendments, except for those that add or delete exempt projects, must be demonstrated prior to approval of the action. All FHWA/FTA projects must be found to conform or re-conformed following any significant status or scope change, before they are adopted, accepted, approved or funded.

This conformity determination is for the RVMPO 2025 - 2050 Regional Transportation Plan (RTP). EPA approved the Medford-Ashland PM_{10} Maintenance Plan effective on August 18, 2006 (71-FR 35163). The Medford-Ashland PM_{10} area will reach the end of the 20-year PM_{10} maintenance period on August 18, 2026. At the end of the 20-year maintenance period (August 18, 2026), the RVMPO will no longer be required to do conformity analyses for the RTP and TIP (assuming the area continues to meet the PM_{10} NAAQS).

40 CFR 93.105 ***Consultation***

Interagency consultation procedures must be carried out in accord with OAR 340-252-0060 *and the MPO's public involvement policies developed under 23 CFR Part 450.*

A Pre-Analysis Consensus Plan and a draft of this document along with the project list (Appendix B) was circulated by the MPO to ODOT, US-EPA, and USDOT (FHWA and FTA) during interagency consultation. The air quality implications of each project were reviewed to determine which projects had the potential for hot spot requirements.

Public notice was provided on the MPO's web site and through emails to interested parties in the region. A public hearing was held at the policy committee review meeting, and the 30-day public comment period required by the MPO's Public Participation Plan was held.

The RVMPO Technical Advisory Committee (TAC), the standing committee for interagency consultation, reviewed the project list and subsequently reviewed the results of the public comment period and the interagency consultation. No comments were provided at the public hearing or were submitted during the public comment period.

The ***project sponsor*** is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP or TIP for which hot spot analysis is required. The project sponsor is also responsible for distributing draft and final project environmental documents prepared by the project sponsor to other agencies. It is the responsibility of the project sponsor to consult with the affected transportation and air quality agencies prior to making a project level conformity determination. These activities occur during the project design planning phase.

40 CFR 93.108 ***Transportation plans and TIPs must be fiscally constrained.***
Fiscal constraint is described and affirmed in the 2050 RTP.

For the Medford PM_{10} maintenance area, all non-exempt projects in the 2025-50 RTP within the Medford-Ashland Air Quality Maintenance Area were reviewed under the interagency consultation process.

Analysis of future travel conditions shows that estimates of emissions of PM_{10} within the Air Quality Maintenance Area are lower than permitted in the Medford-Ashland PM_{10} maintenance plan, which set emissions budgets. The table below shows emissions budgets and summarizes estimated PM_{10} emissions. As shown, RTP emissions in all applicable analysis years under both transit cases[2] are well below the established motor vehicle PM_{10} emission budgets. Across all analysis scenarios, total motor vehicle PM_{10} emissions are less than 47% of the budgets.

Table of Particulate Matter (PM_{10}) Emissions*

Analysis Year	2025	2031	2040	2050 No-Build (NB)	2050 RTP
PM_{10} Budget	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year
Estimated PM_{10} Emissions *With* Transit Service	1,433.7 tons/year	1,496.1 tons/year	1,592.7 tons/year	1,731.2 tons/year	1,720.1 tons/year
Estimated PM_{10} Emissions *Without* Transit Service	1,451.3 tons/year	1,506.7 tons/year	1,609.3 tons/year	1,739.2 tons/year	1,745.2 tons/year

**Emissions estimates from 2025-50 RTP adopted September 23, 2025*

The purpose of this document

An AQCD is required whenever the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP) is updated, or every four years, whichever comes first. The U.S. Department of Transportation (USDOT) issued a conformity determination for the current 2021-2045 RTP in October of 2021. USDOT will make the conformity determination for the 2025-2050 RTP in October of 2025 when the plan and program will go into effect.

In the Rogue Valley MPO area, the conformity document must show that air quality requirements for PM_{10} will be met through the horizon of the plan and program . Specifically:

> PM_{10}—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 shown above for PM_{10} from transportation (mobile) sources was approved to maintain air quality.

[2] Estimated PM_{10} emissions for both transit cases included existing service plus future transit service identified in RVTD"s long range transit plan. A second "worst case scenario" model run was done without any transit service for the 2025-2050 RTP planning period to demonstrate the impact on air quality.

Analysis by the RVMPO found that through the horizon of the RTP (2050) and in intervening years, PM_{10} emissions from transportation will not exceed emission budgets, as shown in the table above.

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, the 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 2025-2050 RTP will go into effect.

Basis of the analysis

The analysis uses computer models to project the amounts of PM_{10} anticipated in the respective planning area from on-road transportation. The region's Southern Oregon Activity Based Model (SOABM V4), developed jointly by RVMPO and ODOT, estimates the amount of vehicle travel anticipated, expressed as vehicle miles traveled (VMT). Emission factors are generated using an EPA-approved model (MOVES 4.0.2). From these calculations, future emissions are estimated. The model considers several key factors that can change over time, including population and employment growth, land-use changes, and changes to the transportation system and motor vehicle technology.

Details of the Air Quality Conformity Determination

This report shows that with the implementation of the 2050 RTP, 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_{10} 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.

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

Resolution Number 2025 - 03
Rogue Valley Metropolitan Planning Organization - Policy Committee
Adoption of Air Quality Conformity Determination for the RVMPO 2025-2050 Regional Transportation Plan

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 2025-2050 Regional Transportation Plan (RTP); and

Whereas, a public involvement process was developed and implemented consistently with the RVMPO Public Participation Plan throughout the development of the RTP 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 2025-2050 RTP has been shown through this document to meet state and federal air quality requirements; and

Whereas, the demonstration of air quality conformity was based on inputs that produced conservative (high) emissions estimates; and

Whereas, the improvements contained in the 2025-2050 RTP demonstrate financial constraint;

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

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 23rd day of September 2025.

Eleanor Ponomareff
MPO Policy Committee Chair

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
Digitally signed by KEITH LYNCH
Date: 2025.10.29 15:39:37 -07'00'

Keith Lynch
Division Administrator
Federal Highway Administration

SUSAN KAY FLETCHER
Digitally signed by SUSAN KAY FLETCHER
Date: 2025.10.29 15:30:07 -07'00'

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

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1.0 OVERVIEW

This document is prepared by the Rogue Valley Metropolitan Planning Organization (RVMPO) to demonstrate conformity of the 2025-2050 Rogue Valley Regional Transportation Plan (RTP) 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 purpose of the document. 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. This section includes details about analysis results. Section 3 summarizes the analysis, demonstrating that the 2050 RTP is within emission budgets for area pollutants.

1.2 Changes Since Last Conformity Determination

USDOT approved the conformity for the RVMPO 2045 plan on October 28, 2021 (notification in Appendix B). A new conformity determination is necessary for the adoption of the 2050 RTP. This conformity includes updates to the travel demand model network and other travel data and updating inputs to EPA's MOVES4 emissions model to generate local PM_{10} tailpipe, brake, and tire wear emission factors, and EPA's AP-42 methodology to determine road dust emission factors.

In the Medford-Ashland PM_{10} maintenance area, the 2050 RTP adds new, financially constrained arterial and collector streets in some jurisdictions, and these have been represented in an update to the travel demand model. The largest source of funding that is under RVMPO discretion continues to be the Congestion Mitigation and Air Quality Program (CMAQ).

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_{10} and $PM_{2.5}$), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2) and lead (Pb). Areas that fail to meet the standards are designated "non-attainment" and are required to develop plans to reach attainment with the standards. Once attainment is achieved, a

maintenance plan is developed to ensure that air quality will not be compromised in the future. Plans are approved by EPA and then included in the State Implementation Plan (SIP).

The SIPs also include measures to regulate emissions from non-mobile or non-transportation related area sources and point sources. EPA defines an area source as a stationary source that emits less than 10 tons per year of a single hazardous air pollutant (HAP) or 25 tons per year of all HAPs combined. EPA defines a point source as a stack, vent, duct, pipe, or other confined air stream from which chemicals may be released into the air. Area and point sources are not addressed in this AQCD; this document demonstrates transportation conformity only.

The Medford Urban Growth Boundary (UGB) was a maintenance area for carbon monoxide (Medford CO maintenance area) and the Medford-Ashland Air Quality Maintenance Area is a maintenance area for particulate matter of less than 10 microns (PM_{10}). See Figure 1 on page 4 for more detail. Air quality for all other criteria pollutants meets the NAAQS, and demonstration of conformity for these pollutants is not required. Rogue Valley Council of Governments (RVCOG) is the agency responsible for CO and PM_{10} conformity for state purposes.

Status of CO

EPA approved the Medford CO maintenance plan (State Implementation Plan or SIP), with a daily transportation emissions budget effective Sept. 23, 2002. The formal notice of approval is in Appendix A. The boundary of the Medford CO maintenance area is the Medford Urban Growth Boundary, as shown in Figure 1. The CO SIP also mandated a motor vehicle Inspection and Maintenance (I&M) program covering the entire Medford-Ashland Air Quality Maintenance Area (AQMA). All gasoline-powered motor vehicles registered to owners living within the Medford-Ashland AQMA must have vehicle emissions and on-board diagnostic systems tested biennially. Credits for this program were taken in the emissions factor calculation process described in section 2.3. There has not been a violation of the CO NAAQS in the maintenance area since 1991.

In December 2015, the Oregon Department of Environmental Quality (ODEQ) submitted a Carbon Monoxide Limited Maintenance Plan (LMP) for the Medford area to EPA for approval. To be eligible for a CO LMP, an area has to have a design value at or below 7.65 ppm. Based on ODEQ's review of available CO emissions data for Medford, the area met the requirements for an LMP. The CO LMP went into effect on September 19, 2016.

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_{10}

EPA approved the PM_{10} maintenance plan (State Implementation Plan or SIP) for the Medford-Ashland AQMA effective Aug. 18, 2006. The formal notice of approval is in Appendix A. The plan establishes an annual transportation emissions budget. The Medford-Ashland PM_{10} AQMA is shown in Figure 1.

There have been no violations of the NAAQS for PM_{10} since 1993. Demonstration of PM_{10} conformity relies on compliance with federal and state conformity regulations.

1.4 Purpose of this Determination

The RVMPO 2025-2050 RTP serves as the federally required long range transportation plan for 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 2050 RTP comply with the SIP as required by the Clean Air Act Amendments of 1990, codified in federal statute under 40 CFR Part 93, as amended January 2008, and state statute under OAR 340 Division 252.

1.5 Structure and Authority of the RVMPO and RVCOG

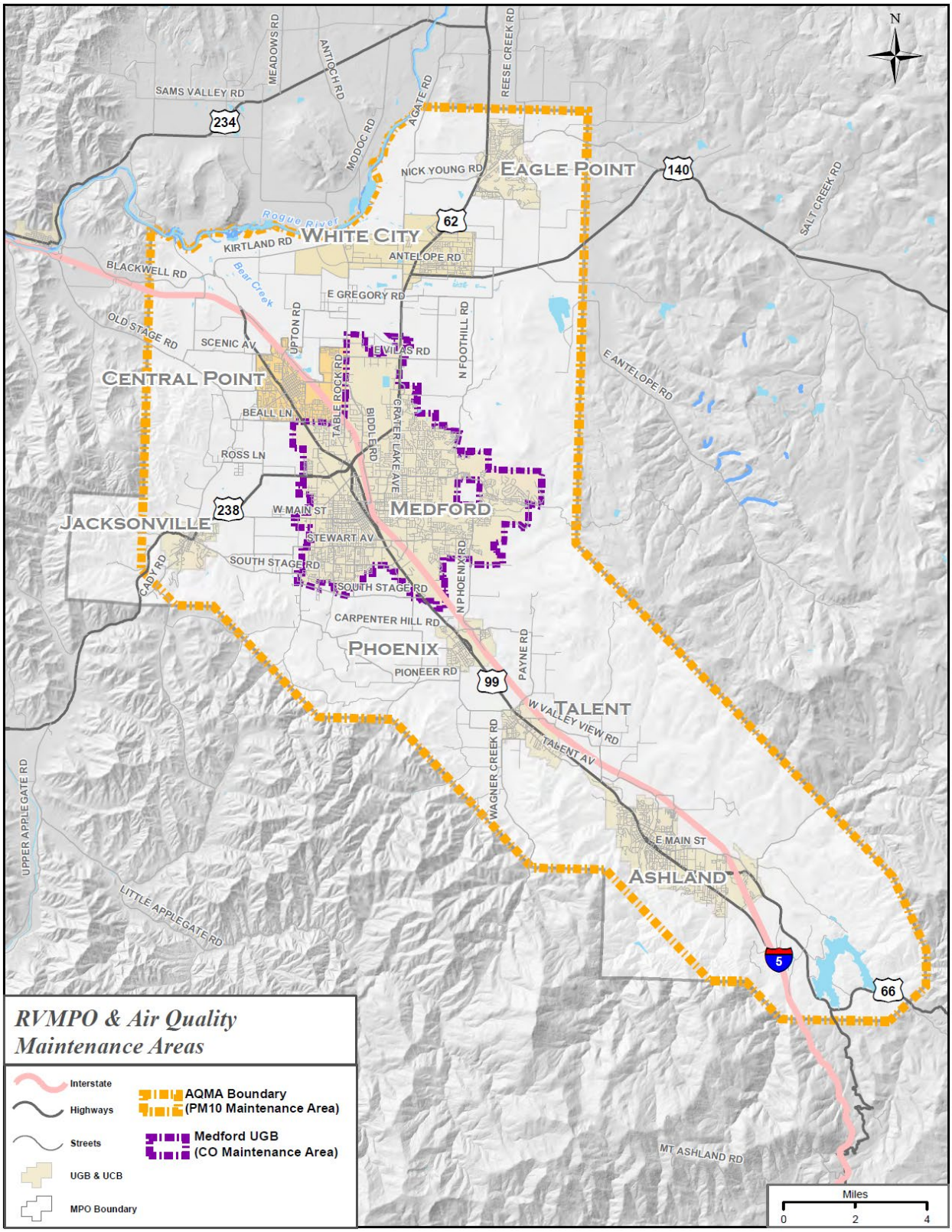
The Governor of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the Rogue Valley Metropolitan Planning Organization (RVMPO) on July 27, 1982. The RVCOG Board of Directors delegated responsibility for RVMPO policy functions to the RVMPO Policy Committee, a committee of elected and appointed officials from Ashland, Talent, Jacksonville, Central Point, Medford, Phoenix, Eagle Point, Jackson County, the Oregon Department of Transportation (ODOT), and the Rogue Valley Transportation District (RVTD). As such, the RVMPO Policy Committee is responsible for ensuring that the region's transportation planning process is conducted in accordance with federal transportation planning regulations (23 CFR 450). In addition, transportation planning must be consistent with the Oregon Transportation Planning Rule (OAR 660, Division 12), the Oregon Transportation Plan and local plans. The RVMPO is responsible for preparing the regional long-range transportation plan, the RTP, (23 CFR 450-322) and the short-range improvement program, the TIP, (23 CFR 450-322), and for making conformity determinations for those documents. RVCOG provides staffing to the RVMPO to fulfill RVMPO obligations. RVCOG provides opportunities for public participation in all RVMPO functions, prepares plans and programs, air quality conformity analysis and documents and partners with ODOT's Transportation Planning and Analysis Unit (TPAU) to develop and maintain the region's travel demand model, which is used to estimate vehicle miles traveled (VMT) for air quality conformity.

In addition to the Policy Committee, which is the decision making body for the RVMPO, there are two RVMPO advisory committees: the Technical Advisory Committee (TAC), made up of

planning and public work staff of all RVMPO members, U.S. Department of Transportation (USDOT), Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (ODEQ) and the Oregon Department of Transportation (ODOT); and the Public Advisory Council (PAC) made up of citizens from all of the RVMPO geographic areas and interest areas (transit, and minority and low-income communities).

Committees meet monthly and bimonthly, respectively to review and make recommendations on matters before the Policy Committee. The TAC is specifically designated under OAR 340-252-0060(2)(b)(A)(iv) as the standing committee for purposes of consultation for air quality planning.

Figure 1 RVMPO Area Planning Boundaries



2.0 DEMONSTRATION OF CONFORMITY FOR CO & PM_{10}

This section addresses state and federal requirements for both the Medford CO conformity determination and the Medford-Ashland AQMA PM_{10} 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 2021-45 RTP was on October 28 of 2021 and for the 2024-27 TIP was September 25, 2023 (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 an updated RTP and a new TIP, they must be shown to conform with the SIP before they can be adopted by the RVMPO. On September 23, 2025, the RVMPO Policy Committee adopted both the 2025-50 RTP and this conformity determination.

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 September 11, 2024 by distributing the draft project list for the RTP among interagency partners. Consistent with Part 93.110, which requires that conformity determinations be based on the most recent planning assumptions in force at the time conformity analysis begins, and EPA guidance on latest planning assumption (December 2008) directing that "The time analysis begins is to be defined through interagency consultation,"

RVMPO confirmed formally beginning analysis on January 27, 2025, by taking the following actions:

1. Coordinated with ODOT (Transportation Planning Analysis Unit) to provide shape files of proposed projects for updating the network of the Southern Oregon Activity Based Model (SOABM).

2. Obtained from ODEQ 2023 vehicle registration data for Jackson County for the air quality conformity analysis (as agreed to by the inter-agency consultation of September 27, 2024).

A new regional emissions analysis was conducted for the Medford-Ashland PM_{10} maintenance area because regionally significant projects have been added to the TIP and RTP. The RVMPO used the MOVES4 emissions model for the PM_{10} emissions analysis.

Opportunities for public review and comment began in July with publication of draft AQCD on RVMPO web site, www.rvmpo.org, and discussion at the July 9, 2025 RVMPO TAC, the July 15, 2025 PAC, and the July 22, 2025 meetings. Other opportunities included advertised public meetings of RVMPO committees. The formal public comment period began on August 22, 2025 and continued until the formal public hearing held at the September Policy Committee meeting and a RVMPO Policy Committee public hearing on September 23, 2025, were advertised at committee meetings, press releases, and placed on the RVMPO's website for review. All meetings and hearings were held at RVCOG offices in Central Point and were accessible by public transportation. The process concluded with the public hearing held during the September 23, 2025 Policy Committee Meeting.

Table 1: Interagency Consultation Group Roster

Agency	Contact	Phone	Email
FHWA	Jasmine Harris	503.316.2561	jasmine.harris@dot.gov
	Ashley Bryers	503-316.2556	ashley.bryers@dot.gov
	Thomas Parker	503-316-2549	thomas.w.parker@dot.gov
ODEQ	James Powell		james.powell@deq.oregon.gov
	Michael Orman	503-229-6595	michael.orman@deq.oregon.gov
ODOT	Natalie Liljenwall	503.986.3456	natalie.liljenwall@odot.oregon.gov
	Jinxiang Ren	503.986.4120	Jinxiang.Ren@odot.oregon.gov
	Mike Baker	541.957.3658	Michael.BAKER@odot.oregon.gov
	Naomi Birche	541.957.3510	Naomi.BIRCH@odot.oregon.gov
	Thomas Guevara Jr.	541.957.3692	Thomas.Guevara@odot.oregon.gov
RVMPO	Dan Moore	541-423-1360	dmoore@rvcog.org
	Yazeed Al-Rashdi	541-423-1378	yalrashdi@rvcog.org
	Ryan MacLaren	541-423-1338	rmaclaren@rvcog.org
EPA	Tess Bloom	206-553-6362	bloom.tess@epa.gov
FTA	Danielle Casey	206.220.7964	danielle.casey@dot.gov
	Ned Conroy	206.220.4318	ned.conroy@dot.gov

Table 2: Summary Schedule of Public Outreach and Consultation

Date	Activity
9/27/2024	Interagency Consultation
6/25/2025	Interagency Consultation
8/22/2025	AQCD Posted on RVMPO website and Press Release Issued
9/10/2025	RVMPO Technical Advisory Committee Meeting
9/16/2025	RVMPO Public Advisory Council Meeting
9/23/2025	RVMPO Policy Committee Meeting

Content of Transportation Plans
40 CFR 93.106

The 2025-2050 RTP, adopted by the RVMPO Policy Committee on September 23, 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 - 2030), medium (2031-2040) and long (2041-2050). All projects are sufficiently identified by design concept, scope, and location to ensure adequate modeling for conformity purposes. For the purposes of the conformity determination, the 2050 transportation network is composed of the 2025 base transportation network modified by projects completed through 2024, projects now under construction, projects programmed in the 2024-2027 TIP, and the medium- and long-range projects in the RTP financially constrained project list.

The project list for the 2050 RTP is included in Appendix E.

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

Transportation plans and TIPs must be fiscally constrained to be consistent with metropolitan planning regulations at 23 CFR Part 450 to be found in conformity. Table 2 provides a summary of the RTP financial analyses and demonstrates financial constraints. Appendix E contains the list of the financially constrained projects in the 2025-50 RTP, 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 years 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 2025-50 RTP 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 Financial Constraint Assessment

Description	2025-2050 RTP
Total Expenditures	$402,777,000
Total Revenue	$777,211,000
Difference Between Revenues & Expenditures	$374,434,000

Additional details on the financial projections used to constrain the projects in the RTP are shown in the Financial Plan chapter of the 2025-50 RTP, www.rvmpo.org.

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 and undertaking

interagency consultation and public involvement. Responses to these specific criteria are in the following sections.

The RVMPO area includes two maintenance areas. The CO and PM_{10} 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_{10} AQMA covers about 228 square miles and approximates the Bear Creek Basin. The area is generally described as the Rogue Valley. CO and PM_{10} maintenance plans (State Implementation Plans, SIPs) were approved by EPA on Sept. 23, 2002, and Aug. 18, 2006, respectively. EPA approved a CO LMP for the Medford area that went into effect on September 19, 2016. With the approval of the CO LMP, the area is exempt from performing a regional emissions analysis for CO and there is no "budget" test. The Medford CO maintenance area's 20-year compliance with CO NAAQS (2002-2022) exempts the RVMPO/RVCOG from CO conformity requirements for the RTP/TIP as per 40 CFR 93 Subpart A. The conformity test for PM_{10} is the motor vehicle budget test as specified in 40 CFR 93.118.

The RVMPO travel demand model – the Southern Oregon Activity Based Model (SOABM) was used to determine traffic volumes for the required analysis years. The transportation network modeled in each of the analysis years was based on project implementation in the TIP, and the RTP constrained projects list (Appendix E).

Latest Planning Assumptions 40 CFR 93.110

The conformity determination must be based on the most recent planning assumptions in force at the time the conformity analysis begins under EPA Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations, issued December 2008. For plans and TIPs, analysis begins at the point at which the MPO begins to model the impact of the proposed plan or program on travel and emissions. Further, the guidance directs: "The time analysis begins is to be defined through interagency consultation." RVMPO confirmed through interagency consultation that consistent with Part 93.110 analysis for this conformity began in January of 2025 when RVMPO:

1. Coordinated with ODOT Transportation Planning Analysis Unit (TPAU) to begin running the updated travel demand model to generate VMT estimates. Model updates are based on changes to the network, and
2. Obtained from ODEQ 2024 vehicle registration data for Jackson County for the air quality conformity analysis.

Key assumptions are based on population and employment forecasts for the modeled area's 852 Traffic Analysis Zones (TAZs) which are broken into 1,592 micro-analysis zones (MAZs) and with 7 external stations over which the transportation network is defined. MAZs are a matrix of small areas with the planning area that allow close examination of the transportation system. The transportation network of the 2050 RTP is defined as shown in Appendix C. The MAZs cover the entire RVMPO planning area, which contains both the Medford-Ashland PM_{10} maintenance area and the Medford CO maintenance area. Therefore, all travel estimates are based on modeled forecasts.

Population and employment assumptions used in the travel demand model are described in detail below. Generally, the forecast estimates were refined to the MAZ level by RVMPO through consultation with each jurisdiction individually and jointly through the RVMPO TAC and Policy Committee. Population and employment forecasts used for this conformity determination are shown in Table 4 below.

Population

The population projections are based on Portland State University Population Research Center (PRC) forecasts. The RVMPO travel demand model is consistent with the PRC population estimates.

Employment

The forecast of employment growth rate in the RVMPO for 2025 to 2050 is based on projections from within the SOABM which was validated against the Oregon Employment Department's forecasts for growth for the Rogue Valley Region (which includes Jackson and Josephine Counties). Future employment was distributed to the TAZ level based on current land use and employment data, in consultation with each jurisdiction.

Table 4: RVMPO Population, Employment

Analysis Year -	2025	2031	2040	2050
Population	225,802	239,972	261,341	289,784
Employment	75,874	84,256	97,891	112,723

Land Use

Both future employment and population were allocated to MAZs based on existing local land uses, with consideration to available vacant and buildable land, projects currently in the planning process, redevelopment and infill potential. Allocations are consistent with all existing comprehensive land use plans and made in consultation with each jurisdiction. All urban area growth was assigned to MAZs within Urban Growth Boundaries.

Transit

Non-auto travel 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).

Latest Emissions Model 40 CFR 93.111

PM_{10}

The PM_{10} emissions calculations for this conformity determination were performed using factors derived from the U.S. Environmental Protection Agency's (EPA's) approved model, MOVES4. MOVES4 was officially released[3] by EPA in September 2023, replacing its predecessor,

[3] Federal Register, Vol. 88, No. 175, September 12, 2023.

MOVES3. The interagency consultation (IAC) group including ODEQ, ODOT, FHWA, FTA and EPA reviewed and agreed to all critical assumptions used in running MOVES4. MOVES 4.0.2[4] was the version used for the conformity determination.

MOVES5 was released in December 2024. The RVMPO began this analysis in September, 2024 and with the latest MOVES model version at the time of analysis being MOVES4, chose to proceed with MOVES4-based estimates for PM_{10} under the following provision of the conformity rule:

> *§ 93.111 Criteria and procedures: Latest emissions model.*
> *(c) Transportation plan and TIP conformity analyses for which the emissions analysis was begun during the grace period or before the Federal Register notice of availability of the latest emission model may continue to use the previous version of the model.*

Inputs for running MOVES4 are summarized in Table 5 below.

Table 5: MOVES4 Assigned Parameter Values PM_{10}

Summary of 2025-2050 RTP Conformity Modeling Elements			
Parameter	**Value**	**Consistent with SIP?**	**Source/Notes**
Vehicle Emission Model	MOVES4.0.2	n/a	Latest version of MOVES at the time of conformity analysis
MOVES Input, California LEV Emission Rates	Alternative emission rate data table prepared by EPA/OTAQ replaces selected MOVES4 default emission rates to reflect Oregon's adoption of California light-duty vehicle emission standards starting with model year 2009	Yes, with updated factors	LEV program data tables published by EPA within MOVES4[a]
MOVES Input - Fleet VMT by HPMSVType	Developed from TPAU modeling network vehicle VMT outputs (Southern Oregon Activity Based Model, V4) , apportioned by latest available 2023 statewide HPMS travel splits provided by ODOT	Consistent approach, updated values	Use PM_{10} Maintenance Area shapefile to extract VMT within planning area
MOVES Input - Vehicle Populations by Source Type	Based on 2023 DMV data from ODEQ for passenger cars, passenger truck and light commercial truck, motorcycle, transit and school buses, and single unit trucks counts, with use of MOVES default splits for other SourceType categories	Consistent approach, different values	Satisfies "latest planning assumption" requirements as confirmed under IAC
MOVES Input - Fleet Age Distributions	Based on the latest 2023 DMV data from ODEQ for passenger cars, passenger and light commercial trucks, motorcycles, transit and	Consistent approach, updated values	Satisfies "latest planning assumption" requirements as confirmed under IAC

[4] The conformity work started with IAC approval of the Pre-Analysis Consensus Plan in October 2024 that preceded EPA's release of MOVES5 in December 2024. The latest patch to MOVES4 was MOVES4.0.2 and was used in the analysis.

Summary of 2025-2050 RTP Conformity Modeling Elements			
Parameter	**Value**	**Consistent with SIP?**	**Source/Notes**
	school buses, and single unit trucks with MOVES defaults for other SourceType categories		
MOVES Input - Road Type VMT Distributions	Develop from link-level travel model vehicle VMT outputs from TPAU (Southern Oregon Activity Based Model, V4) with road type identified	Consistent approach, updated values	Confirmed under IAC
MOVES Input - Vehicle Speed Distributions	Develop from link-level travel model vehicle VMT and speed outputs from TPAU (Southern Oregon Activity Based Model, V4) by time of day	Consistent approach, updated values	MOVES speed distributions are Vehicle Hours Traveled (VHT), not VMT based
MOVES Input - Temporal VMT Allocations (Monthly, Daily)	MOVES defaults	n/a	Confirmed under IAC
MOVES Input – Temporal VMT Allocations (Hourly)	Develop from link-level travel model vehicle VMT outputs from TPAU (Southern Oregon Activity Based Model, V4) by time of day	n/a	Confirmed under IAC
MOVES Input - Fuels/Properties	Latest Jackson County MOVES fuel properties data used by ODEQ	Consistent approach, updated values	Confirmed under IAC
MOVES Input – Alternative Vehicle and Fuel Technology (AVFT)	MOVES defaults	n/a	Fleet projection data from ODEQ was not available directly to be mapped to MOVES source types
MOVES Input - Meteorology	National Oceanic and Atmospheric Administration (NOAA) meteorology data corresponding to Medford International Airport station	Uncertain[b]	Confirmed under IAC
MOVES Input - I/M	Not applicable	Yes	Although I/M Program in Medford, MOVES assumes no I/M benefits for PM
MOVES Input - Ramp Fractions	Not Applicable	n/a	MOVES4 does not require ramp fractions as an input.
PM_{10} Fugitive Dust, Paved Roads	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)	Yes, with updated factors	Link-level travel activity combined with area-specific silt loadings from SIP/MP
PM_{10} Fugitive Dust, Unpaved Roads	EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)	Yes, with updated factors	Unpaved road travel activity estimates from ODEQ combined with emission factors from SIP/MP
Pollutants Reported	PM_{10}	n/a	Budgets from ODEQ/EPA Medford-Ashland SIP/MP
Analysis Years	2025, 2031, 2040, 2050	n/a	Confirmed under IAC
Nonattainment Season	Annual, based on SIP conformity budget for PM_{10}	Yes	Per SIP/MP, as confirmed under IAC

Summary of 2025-2050 RTP Conformity Modeling Elements			
Parameter	**Value**	**Consistent with SIP?**	**Source/Notes**
Analysis/Planning Areas	Medford/Ashland PM_{10} Air Quality Maintenance Area	Yes	Spatially apportion countywide or travel model network data to the smaller planning area

[a] "Instructions for using LEV and NLEV Inputs with MOVES4," EPA, November 16, 2022.

[b] Hourly meteorology inputs for PM_{10} emissions in SIP not fully documented.

With respect to the use alternative vehicle emission rates listed in Table 5, the conformity analysis reflected credits for adopted controls based on 40 CFR 93.122(a)(3)(i-iv). The state has adopted the California light-duty vehicle emission certification standards (beginning in model year 2009). Although not specifically listed in the SIP, 93.122 allows RVMPO to take credit for these measures due to state adoption. Thus, the conformity modeling used alternative emission rate tables developed by EPA/OTAQ to account for Oregon's adoption of California light-duty vehicle standards.

CO

The Medford CO area maintained the CO NAAQS attainment for 20 years (2002-2022), the RVMPO/RVCOG's RTP/TIP does not require a CO conformity determination under 40 CFR Part 93.

This RTP and TIP conformity determination meets all applicable requirements under the conformity rule as described below.

40 CFR 93.104 ***Frequency of conformity determinations.***

Conformity of transportation plans and TIPS must be determined no less frequently than every four years. Conformity of plan and TIP amendments, except for those that add or delete exempt projects, must be demonstrated prior to approval of the action. All FHWA/FTA projects must be found to conform or re-conformed following any significant status or scope change, before they are adopted, accepted, approved or funded.

This conformity determination is for the RVMPO 2025 - 2050 Regional Transportation Plan (RTP). EPA approved the Medford-Ashland PM_{10} Maintenance Plan effective on August 18, 2006 (71-FR 35163). The Medford-Ashland PM_{10} area will reach the end of the 20-year PM_{10} maintenance period on August 18, 2026. At the end of the 20-year maintenance period (August 18, 2026), the RVMPO will no longer be required to do conformity analyses for the RTP and TIP (assuming the area continues to meet the PM_{10} NAAQS).

40 CFR 93.105 ***Consultation***

Interagency consultation procedures must be carried out in accord with OAR 340-252-0060 *and the MPO's public involvement policies developed under 23 CFR Part 450.*

A Pre-Analysis Consensus Plan and a draft of this document, along with the project list (Appendix B), was circulated by the MPO to ODOT, US-EPA, and USDOT (FHWA and FTA) during interagency consultation. The air quality implications of each project were reviewed to determine which projects had the potential for hot spot requirements.

Public notice was provided on the MPO's web site and through emails to interested parties in the region. A public hearing was held at the policy committee review meeting, and the 30 day public comment period required by the MPO's Public Participation Plan was held.

The RVMPO Technical Advisory Committee (TAC), the standing committee for interagency consultation, reviewed the project list and subsequently reviewed the results of the public comment period and the interagency consultation. No comments were provided at the public hearing or submitted during the public comment period.

The ***project sponsor*** is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP or TIP for which hot spot analysis is required. The project sponsor is also responsible for distributing the draft and final project environmental documents prepared by the project sponsor to other agencies. It is the responsibility of the project sponsor to consult with the affected transportation and air quality agencies prior to making a project level conformity determination. These activities occur during the project design planning phase.

40 CFR 93.108 ***Transportation plans and TIPs must be fiscally constrained***.
Fiscal constraint is described and affirmed in the 2050RTP.

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_{10} 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_{10} 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 (see Appendix B).

Currently Conforming Transportation Plan and TIP
40 CFR 93.114

The current 2021-45 RTP was adopted on September 28, 2021 and was found to conform on October 28, 2021 (see Appendix B).

Motor Vehicle Emissions Budget
40 CFR 93.118

The motor vehicle budgets established in the PM_{10} maintenance plan were used to demonstrate conformity. (As explained earlier, regional emissions analysis for CO is no longer required).

Analysis Years

Consistency with the respective budget must be demonstrated for the last year of the transportation plan's forecast period (2050), for every year for which the respective maintenance plan has established a budget, and for any intermediate years as necessary so that the demonstrations of consistency are no more than 10 years apart. Four analysis years – 2025, 2031, 2040, and 2050 -- were identified through interagency consultation as being required for the PM_{10} conformity determinations. The analysis years and their purpose are shown in Table 6 as follows.

Table 6: Conformity Analysis Years

Pollutant	2025	2031	2040	2050
PM_{10}	Base Year	Short-Term Year	Intermediate Year	RTP Horizon

In each of these years, population, employment and travel network conditions were identified and used to create a travel demand model for purposes of estimating VMT in each of these years. All regionally significant projects contained in the RTP (financially constrained list) and TIP that can be represented in the travel demand model were included in the analysis.

Details regarding conformity analysis for PM_{10} are described below.

Particulates (PM_{10})

EPA approved the PM_{10} maintenance plan for the Medford-Ashland AQMA effective August 18, 2006. Formal notice of approval is in Appendix A. The plan establishes an annual transportation emissions budget. The AQMA is shown on Figure 1. The budget is shown in Table 7 below.

Table 7: Particulates Budget for Medford Air Quality Maintenance Area

Year	2015 and after
Budget	3,754 tons/year

There has not been a violation of the PM_{10} NAAQS in the maintenance area since 1993. While data show that PM_{10} levels are in compliance with the NAAQS, demonstration of conformity

relies upon compliance with the federal and state conformity regulations. Annual emissions of PM_{10} 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 regional transportation plan or TIP must include all regionally significant projects expected in the nonattainment or maintenance area. In accordance with 40 CFR 93.105(c)(1)(ii), each of the new non-exempt projects in the 2025-2050 RTP and were reviewed by the Interagency Consultation Group.

2.3 Regional Emissions Analysis & Methodology

This section provides details about how state and federally required procedures for conducting a conformity determination were carried out in this analysis.

Procedures for determining regional transportation-related emissions
40 CFR 93.122

VMT Estimates

Nearly all estimates of travel volume in this analysis, expressed as vehicle miles traveled (VMT), were produced by the RVMPO travel demand model produced jointly by RVMPO and ODOT's Transportation Planning and Analysis Unit (TPAU). Unlike the 2045 RTP, no adjustments were made for local street travel as the regional travel demand model accounted for this travel (explained below). Also, unpaved road travel is estimated separately, as described below and consistent with the SIP. The regional travel model used was TPAUs latest Southern Oregon Activity Based Model (SOABM_V4).

The traditional travel demand forecasting model accounts for the multi-step process of pre-generation (organizing household characteristics matching demographic data), trip generation (calculating person trips by purpose and household), trip distribution (estimating trips between transportation analysis zones [TAZs], matching trip origins and destinations), mode choice (auto, transit, walking or bicycling) and traffic assignment (identifying specific routes taken). The SOABM differs from the traditional "trip based" models by simulating the choices and travel behaviors of individual people and considers their full set of daily activities and how each person's travel is affected by others in their household.

ABMs can model chains of trips with multiple destinations. The day-long, inter-related travel choices of household members are reflected in the model, giving ABMs the ability to simulate travel at a greater level of detail and across longer time frames than previous traditional demand forecasting models.

Specific data obtained from the model for this analysis included volumes and Vehicle Miles Traveled by area and facility type. A link-by-link analysis was carried out. Since roadway capacity and speed are included in the model, the effects of congestion are also included.

The SOABM model incorporates travel on all roadway classifications, including local roads, arterials, and collectors, in addition to Interstate 5. This comprehensive inclusion of all road types within the model means that, unlike previous RTP planning cycles, it was not necessary to make off-network adjustments to account for travel on local streets that were not explicitly represented in earlier model versions for the 2025-2050 RTP analysis.

In addition, unpaved road travel was estimated for PM10 emissions only; and that estimation is explained in the PM_{10} Fugitive Dust Calculations section beginning on page 23.

Transportation Network

All regionally significant and non-regionally significant projects expected in the PM_{10} maintenance area were included in the regional analysis, as required by the conformity test. Projects include all FHWA and FTA-funded transportation projects proposed in the fiscally constrained RTP and TIP. State and locally funded projects of regional significance also are included. The project map and lists are in Appendix C. All these projects have identified funding and costs adjusted for inflation.

All projects in Appendix C were considered in this analysis in accordance with 40 CFR 93.126, and 40 CFR 93.127. Air quality exempt status is shown for each project. As a usual and continuing practice, all roadway projects that affect the capacity or speed of existing facilities, and any new facilities, are included in the project list according to implementation schedule. For each analysis year (2031, 2040, and 2050), the 2025 base year travel network was augmented by projects expected to be completed by the analysis year. Additionally, for 2050, two scenarios were developed: "No Build" consisting of existing/funded projects from 2025-2030 short-term RTP and the Rogue Valley Transportation District (RVTD) Transit Master Plan (TMP), and "RTP" consisting of both existing and planned projects from the longer-term RTP, extending beyond 2030, in addition to the TMP.

Transit route and scheduling information was provided by the transit provider Rogue Valley Transportation District.

Emissions Factors

Total On-Road Emissions – PM_{10}

As required by 40 CFR 93.111, the EPA-approved MOVES4 model was used to produce local PM_{10} tailpipe, tire and break wear emission factors for each analysis year. Additionally, for PM_{10} the January 2011 revised AP-42 method was used to determine emission factors for paved road dust. The method's silt loading factors (sL) were obtained from the Medford-Ashland PM_{10} maintenance plan, for each area identified in the maintenance plan as shown on Table 11 on page 25. The emission factor for unpaved road dust was set in the PM_{10} maintenance plan, and was used in this analysis, as confirmed by the IAC. Environmental and program parameter values for

MOVES were provided to RVMPO by ODEQ. These factors were used to compute emissions per VMT by facility type.

In producing emission factors for PM_{10}, local representative data were used where they were available. For example, local (Jackson County) vehicle registration data was used to generate the most accurate emissions estimates possible. RVMPO consulted with ODEQ and obtained the most recent available county level vehicle registration data (2023 calendar year). Where local data was not available, MOVES national defaults were used. Details about the development of MOVES inputs, MOVES modeling workflow and fugitive dust calculations (for PM_{10}) are described in the following sub-sections.

Summary of Input Data Sources

Local data was used where available for the MOVES modeling inputs and the fugitive dust calculations. The primary sources of data were provided by ODEQ, the Oregon Department of Motor Vehicles (DMV) and the Oregon Department of Transportation (ODOT) Transportation Planning and Analysis Unit (TPAU). Key inputs and sources are listed in Table 8. Where applicable, the use of model default values is stated.

Table 8: Overview of MOVES Inputs and Fugitive Dust Parameters

Model Parameter	Data Source and Description
PM_{10} Fugitive Dust, Paved Roads	ODOT & ODEQ: - Link-level travel activity used - Silt loadings provided by ODEQ from the PM_{10} SIP (1997 Midwest Research Institute field study data) specific to six silt loading locations within the planning area (Interstate 5, White City High ADT, White City Low ADT, White City Industrial Ave G, Remaining High ADT, Remaining Low ADT) - Average vehicle weight provided by RVCOG specific to silt-loading locations - Calculation formula EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)
PM_{10} Fugitive Dust, Unpaved Roads	ODEQ: - Unpaved road miles provided by RVCOG, February 2025 - Emission factors from ODEQ 2013 AQCP - Calculation formula EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)
Analysis/Planning Area	ODEQ: - PM_{10}: Medford/Ashland Air Quality Maintenance Area - ArcGIS shape files provided by ODEQ and RVCOG to apportion link-level outputs to PM_{10} planning areas
MOVES Input, California LEV Emission Rates[a]	EPA: - Utilized alternative emission rate data contained in EPA's MOVES4 model to replace default emission rates to reflect Oregon's adoption of California LEV vehicle emission certification standards for model years 2009 and later light-duty vehicles
MOVES Input - Fleet VMT by HPMSVType	ODOT: - Annual VMT calculated from link-level travel activity separately for each analysis year and transit scenario - Shapefiles provided by ODEQ and RVCOG to extract PM_{10} planning area data

Table 8: Overview of MOVES Inputs and Fugitive Dust Parameters	
Model Parameter	Data Source and Description
	- Source-specific VMT calculated from statewide fractions provided by ODOT (latest year 2023), February 2025
MOVES Input - Vehicle Populations by Source Type	ODEQ/DMV: - Passenger vehicles, transit and school buses, and single unit truck populations were developed from DMV registrations for Jackson County, circa 2023, provided by ODEQ - All other vehicle source types were generated using MOVES4 default splits - DMV data provided by ODEQ for Jackson County were spatially filtered by ZIP codes to the PM_{10} planning area
MOVES Input - Fleet Age Distributions	ODEQ: - Vehicle age distributions were developed for motorcycles, passenger car, passenger and light-duty trucks, transit and school buses, and single unit trucks source types (11, 21, 31, 32, 42, 43, 52, 53) from 2023 DMV registrations provided by ODEQ - MOVES defaults were used for other vehicle source types - MOVES4 Age Distribution Project Tool[a] was used to project age distributions from 2023 to both the 2025 base year and future analysis years
MOVES Input - Road Type VMT Distributions	ODOT: - Link-level vehicle VMT was used to develop year-specific and transit scenario-specific road type distributions for PM_{10} area
MOVES Input - Vehicle Speed Distributions	ODOT: - Link-level hourly average vehicle speeds and vehicle hours traveled (VHT) were used to develop road type specific speed distributions by analysis year and transit scenario - Link-level distributions for different time periods, early morning from 3:00 – 7:00 AM, morning from 7:00 – 8:30 AM, midday from 8:30 AM - 4:00 PM, afternoon from 4:00 – 6:00 PM, and evening from 6:00 PM – 3:00 AM were used.
MOVES Input - Temporal VMT Allocations (Monthly, Daily)	MOVES Defaults: - MOVES default monthly, and daily VMT temporal allocations used
MOVES Input – Temporal VMT Allocations (Hourly)	ODOT: - Link-level vehicle VMT for different time periods, (early morning from 3:00 – 7:00 AM, morning from 7:00 – 8:30 AM, midday from 8:30 AM - 4:00 PM, afternoon from 4:00 – 6:00 PM, and evening from 6:00 PM – 3:00 AM) was processed to develop hourly VMT allocation fractions
MOVES Input - Fuels/Properties	MOVES Defaults: - MOVES default fuel supply and formulation confirmed to match data from ODEQ and used - MOVES default alternative vehicle and fuel technology data was used in consultation with ODEQ
MOVES Input - Meteorology	NOAA: - National Oceanic and Atmospheric Administration (NOAA) meteorology data corresponding to Medford International Airport station for time period 01/01/2024 through 12/31/2024 was processed in a format compatible for MOVES
MOVES Input - I/M	ODEQ: - Although there is an I/M Program in Medford, MOVES assumes no I/M benefits for PM_{10}
MOVES Input - Ramp Fractions	- Not applicable

Table 8: Overview of MOVES Inputs and Fugitive Dust Parameters	
Model Parameter	Data Source and Description
	- Starting with the MOVES3 model version, EPA removed "ramps" as a separate road type. Ramp driving activity is now incorporated into rural and urban freeway driving.

[a] https://www.epa.gov/moves/tools-develop-or-convert-moves-inputs

Preparation of MOVES Inputs

The local data received from ODEQ and ODOT was processed to conform to MOVES model input requirements. These data and their processing are described in this sub-section.

Transportation Model Data – Travel model link-level activity was provided by ODOT/TPAU using the Southern Oregon Activity Based Model, SOABM_V4, for 2025, 2031, 2040, 2050 NB, and 2050 RTP for one scenario with existing or planned transit services and a second scenario without existing or planned transit services. The analysis included average daily traffic activity, as well as outputs for five distinct time periods: early morning, morning, midday, afternoon, and evening. Separate activity totals were extracted for links within the PM_{10} planning area. ArcGIS boundary files supplied by ODEQ and RVCOG were used to determine the links within each of the planning areas (including both the Medford-Ashland PM_{10} Maintenance Area and the sub-areas for which separate road dust emission factors are applied). Activity data for the PM_{10} area was used in both the fugitive dust calculations and the creation of MOVES inputs.

MOVES Local Inputs Processing – The local data received from sources in Table 8 were translated into MOVES model compatible inputs over all modeling years, scenarios and planning areas. The transportation model outputs were processed into annual vehicle type VMT, hourly VMT allocation factors, road type VMT distributions, and average speed distributions. DMV registration data for 2023 formed the basis for the vehicle source type populations and age distribution inputs for eight different vehicle classes: motorcycle, passenger car, passenger truck, light commercial truck, transit and school bus, and single unit short- and long-haul trucks. MOVES default vehicle source type splits were used to calculate the source type population of all other vehicle types and to scale vehicle types to future years. MOVES4 age projection tool was used to project the 2023 distribution to both the 2025 base year and future analysis years.

Alternative base emission rates reflecting Oregon's adoption of the California light-duty vehicle emission standards were applied per EPA's MOVES4 guidance which involved modifying a script generated by MOVES4 to reflect application of LEV adjusted rates for model year 2009 and later light-duty vehicles.

Inspection maintenance program inputs were adapted from data received from ODEQ although MOVES assumed no I/M benefits for PM_{10} as noted in Table 8.

Meteorological data were extracted from Medford International Airport within the PM_{10} planning area. All other MOVES inputs were set to default values.

MOVES Modeling Run Configuration

Across the PM_{10} modeling area, the MOVES model "RunSpec" command file options were configured following EPA's guidance[5] for the use of MOVES4 in modeling of emissions inventories for Statewide Implementation Plan or regional transportation conformity modeling. This included the selection of the County-Scale inventory calculation option.

MOVES4 was executed in the "Inventory" calculation mode to develop estimates of on-road vehicle fleet PM_{10} exhaust (plus brake and tire wear) emissions (in tons/year) within the Medford-Ashland PM_{10} AQMA planning area. A total of ten model runs will be generated (4 calendar years × 2 transit scenarios, additional scenario for 2050 (NB and RTP)).

Time aggregation was set to "Hour" with all months selected for PM_{10} runs. Both weekend and weekdays were simulated for all hours of the day. In the Geographic Bounds panel, "Oregon - Jackson County" was selected. (The Medford/Ashland Air Quality Maintenance Area planning area is a subset of Jackson County). Customized input databases were created for each modeled year for PM_{10} for both the "transit" and "no transit" scenarios. All relevant fuel types for each vehicle category were selected as well as all road types. For the PM_{10} RunSpecs, the following pollutants were selected for all processes listed below:

- Primary Exhaust $PM_{2.5}$ – Total.
- Primary Exhaust $PM_{2.5}$ – Species;
  - Aluminum;
  - Ammonium (NH4);
  - Calcium;
  - Chloride;
  - CMAQ5.0 Unspeciated (PMOTHR);
  - Composite - NonECPM;
  - Elemental Carbon;
  - H_2O (aerosol);
  - Iron;
  - Magnesium;
  - Nitrate (NO_3);
  - Non-carbon Organic Matter (NCOM);
  - Organic Carbon;
  - Potassium;
  - Residual PM (NonECNonSO4NonOM)
  - Silicon;
  - Sodium;
  - Sulfate Particulate;
  - Total Organic Matter (TOM), and
  - Titanium
- Primary $PM_{2.5}$ – Brakewear Particulate;
- Primary $PM_{2.5}$ – Tirewear Particulate; and
- Primary Exhaust PM_{10} – Total;
- Primary PM_{10} – Brakewear Particulate;

[5] "Policy Guidance on the Use of MOVES4 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes," U.S. Environmental Protection Agency, Report No. EPA-420-B-23-009, August 2023.

- Primary PM_{10} – Tirewear Particulate;

(MOVES4 requires the modeling of $PM_{2.5}$ emissions from various processes when PM_{10} is modeled because of the way it performs internal calculations. However, the $PM_{2.5}$ outputs were not used for this analysis.)

MOVES output units were set to grams, joules, and miles for mass, energy, and distance, respectively. Distance traveled, source hours, population, and starts were chosen for activity outputs. Emissions were aggregated by "Year" at the county level and split into road type, source use type, fuel type, and emission process. All other model options were left at default values.

MOVES Emissions Outputs

The MOVES calculations were executed in the county-scale inventory mode as described in the "Modeling Run Configuration" subsection. Model outputs were exported to spreadsheets, processed, and reviewed. On-road vehicle PM_{10} exhaust, brakewear and tirewear emissions are summarized in Table 9 by transit scenario and analysis year.

Table 9: MOVES4 On-Road PM_{10} Emissions by Transit Scenario and Analysis Year (tons/year)

Transit Scenario and Emission Type	**2025**	**2031**	**2040**	**2050NB**	**2050RTP**
Total PM_{10} with Transit	**93.5**	**86.4**	**86.3**	**94.2**	**94.6**
Exhaust (running, starting & idling)	21.5	11.3	5.3	4.5	4.4
Brakewear	55.4	57.8	62.3	69.2	69.8
Tirewear	16.6	17.3	18.7	20.5	20.4
Total PM_{10} without Transit	**94.6**	**87.6**	**88.0**	**95.6**	**97.5**
Exhaust (running, starting & idling)	21.6	11.4	5.4	4.5	4.5
Brakewear	56.2	58.7	63.7	70.4	72.2
Tirewear	16.7	17.5	19.0	20.7	20.8

The MOVES outputs for arterial roadways (road types 3 and 5) in the 2025-50 RTP analysis were not modified to reflect intrazonal travel on local roads not explicitly represented in the ODOT SOABM model. This is attributed to the current ODOT SOABM model's ability to capture all street travel and thereby no adjustments were made to the travel outputs estimated by the SOABM model.

Detailed MOVES input and output files are available via secure electronic download upon request.

PM_{10} Fugitive Road Dust Calculations

The most current AP-42-based methods were used to calculate fugitive dust emissions on unpaved and paved roads within the PM_{10} planning area and are described separately below.

Unpaved Road Dust - Details on unpaved dust mileage, ADT and emission factors were provided by ODEQ. The emission factors were calculated from the November 2006 version of AP-42 unpaved road dust methodology[6]. Over the period from 2021 to 2024, within the PM_{10} planning area, 4.35 miles of unpaved roads were converted to paved surfaces, resulting in a reduction from 85 unpaved miles in 2021 to 80.65 remaining unpaved road miles as of the end of 2024. This aggregate length of unpaved road miles of 80.65 miles is assumed to be constant over the entire analysis horizon period. The average daily traffic was from the traffic estimated on unpaved roads developed by RVMPO. The unpaved road dust emission factor was kept consistent with the PM_{10} SIP at 1.15 lb/mile (521.6 g/mi) and was confirmed by the IAC. Unpaved road dust emission calculations are shown in Table 10. Note that unpaved road activity and fugitive dust emissions are the same for both the Transit and No Transit scenarios, as well as for both 2050 NB and 2050 RTP scenarios.

Table 10: Unpaved Fugitive Dust PM_{10} Emissions

Parameter	**2025**	**2031**	**2040**	**2050**
Miles	80.65	80.65	80.65	80.65
ADT	28.8	30.9	34.1	37.6
VMT	2325.9	2494.9	2748.4	3030.0
Emission Factor (g/mi)	521.6	521.6	521.6	521.6
Days in Year	365	365	365	365
PM_{10} Emissions (tons/year)	**488.2**	**523.6**	**576.8**	**635.9**

Paved Road Dust - Fugitive dust calculations used the January 2011 publication[7] of AP-42's paved road dust methodology:

$$EF = k * (sL)\text{^}(0.91) * (W)\text{^}1.02;$$

where

EF is the emission factor (g/mi),
k is the particle size multiplier (g/mi)
sL is the road surface silt loading (g/m^2), and
W is the average vehicle weight (tons).

The size multiplier k was set to 1.00 g/mi for PM_{10} per Table 13.2.1-1 of AP-42. RVCOG supplied average vehicle weight information for Interstate 5, White City, and remaining roads at 3.18 tons, 2.26 tons and 2.02 tons respectively. Silt loading values were applied from the RVMPO 2045 RTP AQCD[8] as listed in Table 11.

Table 11: Paved Roadway Silt Loading Factors

[6] US EPA, Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Vol. I: Stationary, Point and Area Sources. Section 13.2.2: Unpaved Roads, November 2006.
[7] US EPA, Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Vol. I: Stationary, Point and Area Sources. Section 13.2.1: Paved Roads, January 2011.
[8] "Air Quality Conformity Determination for the 2021-2045 Regional Transportation Plan ," Rogue Valley Metropolitan Planning Organization, adopted September 28, 2021.

Location	Silt Loading (g/m^2)
Interstate 5	0.015
White City High ADT	1.350
White City Low ADT	3.400
White City Industrial Ave G	11.000
Remaining High ADT	0.190
Remaining Low ADT	0.540

Vehicle activity was extracted from the link-level travel model outputs for each of the six silt loading-specific locations. The model provides a forecast of average daily travel on defined roadway links. The daily traffic volume forecast for each link is multiplied by the length of the link to yield VMT for each link. VMT is multiplied by PM_{10} emission factors for re-suspended road dust to estimate paved and unpaved road dust emissions. Emissions estimates were subsequently adjusted to tons annually. Table 12 through Table 21 present calculated road dust emissions by location for each combination of calendar year (2025, 2031, 2040, 2050NB, 2050 RTP) and transit scenario analyzed.

Table 12: 2025 Fugitive Dust Emissions for Paved and Unpaved Roads without Transit

Location	Silt Loading (g/m^2)	Average Weight (tons)	Emission Factor (g/mi)	VMT 2025	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,145,559	81,609	180	33
White City High ADT	1.350	2.26	3.02	142,270	429,446	947	173
White City Low ADT	3.400	2.26	7.00	20,345	142,328	314	57
White City Industrial Ave G	11.000	2.26	20.36	7,482	152,366	336	61
Remaining High ADT	0.190	2.02	0.45	2,056,098	929,326	2049	374
Remaining Low ADT	0.540	2.02	1.17	362,181	423,508	934	170
Unpaved			521.63	2,326	1,213,286	2675	488
Total Fugitive Dust				**3,736,260**	**3,371,868**	**7,434**	**1,357**

Table 13: 2031 Fugitive Dust Emissions for Paved and Unpaved Roads without Transit

Location	Silt Loading (g/m^2)	Average Weight (tons)	Emission Factor (g/mi)	VMT 2031	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,243,182	88,563	195	36
White City High ADT	1.350	2.26	3.02	143,813	434,102	957	175
White City Low ADT	3.400	2.26	7.00	20,046	140,238	309	56
White City Industrial Ave G	11.000	2.26	20.36	7,981	162,516	358	65
Remaining High ADT	0.190	2.02	0.45	2,135,987	965,435	2128	388
Remaining Low ADT	0.540	2.02	1.17	371,730	434,674	958	175
Unpaved			521.63	2,495	1,301,430	2869	524
Total Fugitive Dust				**3,925,233**	**3,526,958**	**7,776**	**1,419**

Table 14: 2040 Fugitive Dust Emissions for Paved and Unpaved Roads without Transit

Location	Silt Loading (g/m^2)	Average Weight (tons)	Emission Factor (g/mi)	VMT 2040	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,400,069	99,740	220	40
White City High ADT	1.350	2.26	3.02	161,181	486,529	1073	196
White City Low ADT	3.400	2.26	7.00	16,505	115,468	255	46
White City Industrial Ave G	11.000	2.26	20.36	8,247	167,949	370	68
Remaining High ADT	0.190	2.02	0.45	2,325,110	1,050,915	2317	423
Remaining Low ADT	0.540	2.02	1.17	364,984	426,786	941	172
Unpaved			521.63	2,748	1,433,646	3161	577
Total Fugitive Dust				**4,278,845**	**3,781,033**	**8,336**	**1,521**

Table 15: 2050NB Fugitive Dust Emissions for Paved and Unpaved Roads without Transit

Location	Silt Loading (g/m^2)	Average Weight (tons)	Emission Factor (g/mi)	VMT 2050NB	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,559,440	111,093	245	45
White City High ADT	1.350	2.26	3.02	176,764	533,566	1176	215
White City Low ADT	3.400	2.26	7.00	16,919	118,360	261	48
White City Industrial Ave G	11.000	2.26	20.36	8,665	176,459	389	71
Remaining High ADT	0.190	2.02	0.45	2,586,422	1,169,024	2577	470
Remaining Low ADT	0.540	2.02	1.17	338,826	396,199	873	159
Unpaved			521.63	3,030	1,580,553	3485	636
Total Fugitive Dust				**4,690,067**	**4,085,254**	**9,006**	**1,644**

Table 16: 2050RTP Fugitive Dust Emissions for Paved and Unpaved Roads without Transit

Location	Silt Loading (g/m^2)	Average Weight (tons)	Emission Factor (g/mi)	VMT 2050RTP	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,563,745	111,400	246	45
White City High ADT	1.350	2.26	3.02	177,115	534,626	1179	215
White City Low ADT	3.400	2.26	7.00	16,493	115,378	254	46
White City Industrial Ave G	11.000	2.26	20.36	8,950	182,248	402	73
Remaining High ADT	0.190	2.02	0.45	2,577,968	1,165,203	2569	469
Remaining Low ADT	0.540	2.02	1.17	347,121	405,899	895	163
Unpaved			521.63	3,030	1,580,553	3485	636
Total Fugitive Dust				**4,694,422**	**4,095,307**	**9,029**	**1,648**

Table 17: 2025 Fugitive Dust Emissions for Paved and Unpaved Roads with Transit

Location	Silt Loading (g/m^2)	Average Weight (tons)	Emission Factor (g/mi)	VMT 2025	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,143,402	81,455	180	33
White City High ADT	1.350	2.26	3.02	124,349	375,349	828	151
White City Low ADT	3.400	2.26	7.00	24,104	168,629	372	68
White City Industrial Ave G	11.000	2.26	20.36	7,334	149,354	329	60
Remaining High ADT	0.190	2.02	0.45	2,043,142	923,470	2036	372
Remaining Low ADT	0.540	2.02	1.17	358,803	419,558	925	169
Unpaved			521.63	2,326	1,213,286	2675	488
Total Fugitive Dust				**3,703,460**	**3,331,101**	**7,344**	**1,340**

Table 18: 2031 Fugitive Dust Emissions for Paved and Unpaved Roads with Transit							
Location	**Silt Loading (g/m^2)**	**Average Weight (tons)**	**Emission Factor (g/mi)**	**VMT 2031**	**Emissions (g/day)**	**Emissions (lbs/day)**	**Emissions (tons/year)**
Interstate	0.015	3.18	0.07	1,238,329	88,218	194	35
White City High ADT	1.350	2.26	3.02	143,090	431,921	952	174
White City Low ADT	3.400	2.26	7.00	19,853	138,889	306	56
White City Industrial Ave G	11.000	2.26	20.36	7,938	161,646	356	65
Remaining High ADT	0.190	2.02	0.45	2,107,995	952,782	2101	383
Remaining Low ADT	0.540	2.02	1.17	366,668	428,756	945	173
Unpaved			521.63	2,495	1,301,430	2869	524
Total Fugitive Dust				**3,886,369**	**3,503,641**	**7,724**	**1,410**

Table 19: 2040 Fugitive Dust Emissions for Paved and Unpaved Roads with Transit							
Location	**Silt Loading (g/m^2)**	**Average Weight (tons)**	**Emission Factor (g/mi)**	**VMT 2040**	**Emissions (g/day)**	**Emissions (lbs/day)**	**Emissions (tons/year)**
Interstate	0.015	3.18	0.07	1,390,327	99,046	218	40
White City High ADT	1.350	2.26	3.02	159,466	481,352	1061	194
White City Low ADT	3.400	2.26	7.00	16,200	113,333	250	46
White City Industrial Ave G	11.000	2.26	20.36	8,180	166,584	367	67
Remaining High ADT	0.190	2.02	0.45	2,282,637	1,031,718	2275	415
Remaining Low ADT	0.540	2.02	1.17	357,887	418,487	923	168
Unpaved			521.63	2,748	1,433,646	3161	577
Total Fugitive Dust				**4,217,446**	**3,744,166**	**8,254**	**1,506**

Table 20: 2050NB Fugitive Dust Emissions for Paved and Unpaved Roads with Transit							
Location	**Silt Loading (g/m^2)**	**Average Weight (tons)**	**Emission Factor (g/mi)**	**VMT 2050NB**	**Emissions (g/day)**	**Emissions (lbs/day)**	**Emissions (tons/year)**
Interstate	0.015	3.18	0.07	1,556,462	110,881	244	45
White City High ADT	1.350	2.26	3.02	177,008	534,303	1178	215
White City Low ADT	3.400	2.26	7.00	16,729	117,029	258	47
White City Industrial Ave G	11.000	2.26	20.36	8,929	181,832	401	73
Remaining High ADT	0.190	2.02	0.45	2,553,447	1,154,120	2544	464
Remaining Low ADT	0.540	2.02	1.17	333,424	389,883	860	157
Unpaved			521.63	3,030	1,580,553	3485	636
Total Fugitive Dust				**4,649,030**	**4,068,600**	**8,970**	**1,637**

Table 21: 2050RTP Fugitive Dust Emissions for Paved and Unpaved Roads with Transit

Location	Silt Loading (g/m^2)	Average Weight (tons)	Emission Factor (g/mi)	VMT 2050RTP	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,548,384	110,306	243	44
White City High ADT	1.350	2.26	3.02	174,575	526,959	1162	212
White City Low ADT	3.400	2.26	7.00	15,883	111,114	245	45
White City Industrial Ave G	11.000	2.26	20.36	8,841	180,033	397	72
Remaining High ADT	0.190	2.02	0.45	2,513,706	1,136,158	2505	457
Remaining Low ADT	0.540	2.02	1.17	337,597	394,762	870	159
Unpaved			521.63	3,030	1,580,553	3485	636
Total Fugitive Dust				**4,602,015**	**4,039,884**	**8,906**	**1,625**

Total Emissions and Budget Comparisons

Table 22 presents comparison of motor vehicle PM_{10} emissions under the two TIP transit scenarios analyzed to applicable motor vehicle emission budgets in analysis years 2025, 2031, 2040, 2050 NB, and 2050 RTP. The PM_{10} budgets are annual, and emissions are reported in tons per year units. Table 22 also provides a breakdown of the PM_{10} emission components from on-road exhaust and paved and unpaved road dust.

Table 22: Comparison of Total Motor Vehicle PM_{10} Emissions to Applicable Emission Budgets (tons/year)					
	2025	**2031**	**2040**	**2050NB**	**2050RTP**
With Transit PM_{10} Total Emissions	**1,433.7**	**1,496.1**	**1,592.7**	**1,731.2**	**1,720.1**
Exhaust, Brakewear, Tirewear	93.5	86.4	86.3	94.2	94.6
Paved Road Dust	852.1	886.0	929.6	1,001.0	989.5
Unpaved Road Dust	488.2	523.6	576.8	635.9	635.9
Without Transit PM_{10} Total Emissions	**1,451.3**	**1,506.7**	**1,609.3**	**1,739.2**	**1,745.2**
Exhaust, Brakewear, Tirewear	94.6	87.6	88.0	95.6	97.5
Paved Road Dust	868.5	895.4	944.5	1,007.8	1,011.8
Unpaved Road Dust	488.2	523.6	576.8	635.9	635.9
PM_{10} Vehicle Emission Budget	**3,754**	**3,754**	**3,754**	**3,754**	**3,754**
% of Emission Budget, With Transit	**38.2%**	**39.9%**	**42.4%**	**46.1%**	**45.8%**
% of Emission Budget, Without Transit	**38.7%**	**40.1%**	**42.9%**	**46.3%**	**46.5%**

As shown at the bottom of Table 22, regional transportation plan emissions for all analysis years and both transit scenarios are well below the applicable PM_{10} emission budget.

Exempt Projects

40 CFR 93.126-127

Certain financially constrained transportation projects are exempt from the conformity process because they do not measurably impair air quality. For example, a project to install medians on a highway to improve safety is exempt for conformity purposes. Often, an exempt project provides a benefit to air quality by reducing emissions, particularly particulate emissions. For example, a project common in the RVMPO area is an urban upgrade – installing curbs, gutters, bike lanes and sidewalks. By expanding the paved area, vehicle track-out of dirt from driveways and shoulders is reduced, and streets can be cleaned more effectively. A description of the projects included in the 2050 RTP and their exempt status is in Appendix C. The status of these projects has been determined through interagency consultation. Details on federal project exemption rules are in Appendix D.

3.0 Summary

The finding of this conformity determination is that the projects programmed in the 2025-2050 RTP will result in PM_{10} emissions lower than respective maintenance plan on-road emissions budgets. The EPA approved CO maintenance plans in 2002 and 2016. Having maintained compliance with the CO NAAQS from 2002 to 2022, the Medford area no longer requires CO conformity determinations for the RVMPO and RVCOG's RTP and TIP under 40 CFR Part 93.

Therefore, the RTP 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.

The estimates illustrate the impact that travel, expressed as total vehicle miles traveled (VMT), has on air quality, and ultimately the region's ability to maintain transportation conformity. PM_{10} in the Medford-Ashland PM_{10} maintenance area is anticipated to increase because of increasing VMT. However, even by the 2050 horizon year of the RTP the region can expect to be using slightly less than half of its PM_{10} emissions budget. Transportation projects that will have the greatest benefit to PM_{10} emissions will be those that address road dust. Paving projects – especially widening shoulders to accommodate bikes, curbs, gutters and sidewalks – will continue to be among the most beneficial. By reviewing the lists of planned and programmed projects, Appendix C, projects that reduce particulate emissions can be identified. They include urban upgrade projects that add curbs, gutters and sidewalks. Credits for air-quality-improving projects, often funded with federal Congestion Mitigation and Air Quality (CMAQ) money could theoretically have been used as offsets against the future year emissions estimates, however, offset calculations were not required to meet the PM_{10} budget tests and were not taken.

In addition to not taking emission credits, RVMPO estimated a reduction in unpaved roads based on existing policies, planned and programmed projects over the 2021 through 2024 period, and assumes this aggregate length of unpaved road miles to be constant over the entire analysis horizon period.

Appendices

Appendix A

Federal Register Promulgation of CO Budget

Federal Register Promulgation of PM_{10} & CO Budgets
Medford CO State Implementation Plan:
https://rvmpo.org/wp-content/uploads/2021/03/medford_CO_SIP.pdf

Medford PM10 State Implementation Plan:
https://rvmpo.org/wp-content/uploads/2021/03/PM10-SIP-2003-Final.pdf

https://rvmpo.org/images/plans-and-programs/AQCD/updated-March-2013/medfordsip.pdf

Appendix B

Supporting Correspondence

USDOT Conformity Determination

1. Letter from USDOT subject: Air Quality Conformity Determination (AQCD) for the RVMPO 2021-2045 Regional Transportation Plan (RTP) dated October 28, 2021

2. Letter from USDOT subject: Air Quality Conformity Determination (AQCD) for the RVMPO 2024-2027 Metropolitan Transportation Improvement Program (MTIP) dated September 25, 2023

3. USEPA CO LMP Adequacy Finding letter, Federal Register Adequacy Finding, and Appendix A – Table 4: Draft 2025 – 2050 RTP projects.

4. USEPA End of Conformity Requirements Following 20 Years of Maintenance for the Medford Carbon Monoxide (CO) Maintenance Plan, dated 4/27/23

5. 41256 Federal Register / Vol 87, No. 132 / Tuesday, July 12, 2022 / Rules and Regulations. Ashland-Medford PM_{10} Maintenance Plan Technical Correction

U.S. DEPARTMENT OF TRANSPORTATION

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

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

October 28, 2021

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

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

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

Dear Mr. Welzenbach:

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

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

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

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

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

Sincerely,

PHILLIP A DITZLER Digitally signed by PHILLIP A DITZLER Date: 2021.10.28 16:18:25 -07'00'

Phillip A. Ditzler
Division Administrator
Federal Highway Administration

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.10.28 15:04:14 -07'00'

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

cc:

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

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 or Ms. Danielle Casey of FTA at danielle.casey@dot.gov.

Sincerely,

KEITH LYNCH
Digitally signed by KEITH LYNCH
Date: 2023.09.25 10:31:14 -07'00'

Keith Lynch
Division Administrator
Federal Highway Administration

NED P CONROY
Digitally signed by NED P CONROY
Date: 2023.09.26 11:29:42 -07'00'

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

REC'D MAR 0 7 2016

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
AIR, WASTE AND TOXICS

MAR 0 1 2016

Mr. Dick Pedersen
Director
Oregon Department of Environmental Quality
811 Southwest Sixth Avenue
Portland, Oregon 97204-1390

Re: Adequacy Finding for the Medford Carbon Monoxide Limited Maintenance Plan

Dear Mr. Pedersen:

The purpose of this letter is to inform you of the U.S. Environmental Protection Agency's determination of the adequacy for transportation conformity purposes of the on-road motor vehicle emissions budgets in the *Medford Carbon Monoxide Limited Maintenance Plan* for the carbon monoxide national ambient air quality standard. This limited maintenance plan (LMP) addresses the second 10-year maintenance period as required by Clean Air Act, section 175A(b). As a result of our adequacy finding, the Rogue Valley Council of Governments, the Oregon Department of Environmental Quality, Oregon Department of Transportation, and the U.S. Department of Transportation are not required to conduct a regional emissions analysis for transportation conformity; however, other transportation conformity requirements still remain such as consultation, transportation control measures, and project level analysis.

The LMP was submitted to the EPA on December 11, 2015, and a supplement was submitted on December 30, 2015. We announced receipt of the LMP on the EPA's Office of Transportation and Air Quality web site on January 21, 2016, and requested public comment on the on-road portion of the LMP by no later than February 22, 2016. Because limited maintenance plans do not contain on-road motor vehicle emissions budgets, the adequacy review period for these maintenance plans serves to allow the public to comment on whether the LMP option is appropriate for these areas. We received no comments during the comment period.

This letter transmits our decision that the on-road motor vehicle emissions budget in this LMP is adequate for transportation conformity decisions. Pursuant to 40 CFR 93.118(e)(4) of the Transportation Conformity Rule (40 CFR part 93, subpart A), the EPA reviewed the submitted LMP. The state of Oregon received no applicable public comments on the LMP during the public comment period or the associated hearing. As a result of our review, we believe it is appropriate to find the LMP adequate for transportation conformity purposes while the EPA continues to review the other aspects of the LMP. We have determined that the LMP's approach to on-road emissions, when considered with all other emissions sources in the Medford area, is consistent with applicable requirements for maintenance of the carbon monoxide national ambient air quality standards through the year 2022. The LMP also meets the other adequacy criteria found in 40 CFR 93.118(e) as detailed in the enclosed "Transportation Conformity Adequacy Review."

A copy of this letter and its enclosure will be posted on the Internet at http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm. The EPA's adequacy finding for purposes of transportation conformity is not dispositive of the EPA's ultimate approval or disapproval of the LMP.

The EPA intends to publish a notice of this adequacy finding in the *Federal Register* and the finding will become effective 15 days after the *Federal Register* publication. If you have any questions, please contact Karl Pepple of my staff at (206) 553-1778 or at pepple.karl@epa.gov.

Sincerely,

Janis Hastings, Acting Director
Office of Air, Waste, and Toxics

Enclosure

cc: Ms. Jasmine Harris
Federal Highway Administration

Mr. Ned Conroy
Federal Transit Administration

Ms. Natalie Liljenwall
Oregon Department of Transportation

Ms. Carole Newvine
Oregon Department of Transportation

Mr. Johnathon David
Rogue Valley Council of Governments

Ms. Michelle Eraut
Federal Highway Administration

Mr. Dave Nordberg
Oregon Department of Environmental Quality

Mr. David Collier
Oregon Department of Environmental Quality

Mr. Dan Moore
Rogue Valley Council of Governments

ODEQ Enclosure to Letter Dated February XX, 2015 from Jan Hastings to Dick Pedersen

Transportation Conformity Adequacy Review

The Medford Carbon Monoxide Limited Maintenance Plan
Submitted December 11 and 30, 2015

Adequacy Determination of Motor Vehicle Emissions Budget 40 CFR 93.118 (e) (4)

(4) EPA will not find a motor vehicle emissions budget in a submitted control strategy implementation plan revision or maintenance plan to be adequate for transportation conformity purposes unless the following minimum criteria are satisfied:

Adequacy Review Criteria	*Is this Criterion Satisfied?*	*Reference in SIP Documents/Comments*
(i) The submitted control strategy implementation plan revision or maintenance plan was endorsed by the Governor (or his or her designee) and was subject to a State public hearing;	Yes	The *Medford Carbon Monoxide Limited Maintenance Plan* (hereafter "Medford Limited Maintenance Plan (LMP)") was filed by the Governor of Oregon's designee, Joni Hammond, Deputy Director of the Oregon Department of Environmental Quality (ODEQ), on December 11, 2015 and a supplement was submitted on December 30, 2015. The Medford LMP was submitted to meet the second 10-year maintenance plan requirement located in Clean Air Act §175A(b). The Medford LMP was the subject of a public hearing held in Medford, OR on September 17, 2015. The details of the hearing can be located in the ODEQ document recommending action by the Environmental Quality Commission, located at http://www.oregon.gov/deq/EQC/Documents/2015/1215ItemI.pdf.
(ii) Before the control strategy implementation plan or maintenance plan was submitted to EPA, consultation among federal, State, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA's stated concerns, if any, were addressed;	Yes	A draft of the Medford LMP and supporting documentation was reviewed by EPA Region 10 and discussed with ODEQ and the Rogue Valley Council of Governments (RVCOG) prior to state adoption by ODEQ on December 9, 2015. In addition, informal consultations between the EPA, ODEQ, and RVCOG were held as the draft plan was being developed. The EPA's concerns were addressed during this consultation process.
(iii) The motor vehicle emissions budget(s) is clearly identified and precisely quantified;	Yes	Section 4 of the Medford LMP demonstrates that the area meets the criteria to use the LMP option*. A motor vehicle emissions budget is not required for areas that chose the LMP option. The LMP option memorandum explains that the "EPA believes if the area begins the maintenance period at or below 85 percent of exceedance levels, the air quality along with the continued applicability of PSD requirements, any control measures already in the SIP, and Federal measures, should provide adequate assurance of maintenance…." The memo further explains that "when EPA approves a limited maintenance plan, EPA is concluding that an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable

		to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result". Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budgets.
(iv) The motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submission);	Yes	For areas that chose to use the LMP option, the maintenance demonstration requirement is considered to be satisfied. There is no requirement to project emissions over the maintenance period or for a motor vehicle emissions budget as discussed above in (4)(iii). Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budgets.
(v) The motor vehicle emissions budget(s) is consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan revision or maintenance plan; and	Yes	Areas that chose to use the LMP option are not required to have an emissions inventory or motor vehicle emissions budget as discussed in (4) (iii) above. However, the "control measures already in the SIP" are one of the criteria considered in the LMP option that should provide adequate assurance of maintenance, as discussed in (4)(iii) above. Section 6 of the Medford LMP lists the control measures relied on to demonstrate attainment and explains that they will continue in the 10-year maintenance period. Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budget, emissions inventory and control measures.
(vi) Revisions to previously submitted control strategy implementation plans or maintenance plans explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see Sec. 93.101 for definition); and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).	Yes	The assumptions, methods and computations used in the Medford LMP are addressed in sections 3, 5, and 6. Section 6 indicates that no control measures were modified from the previous 10-year maintenance plan submitted by ODEQ. Appendix 2 of the Medford LMP provides additional detail on inventory preparations.
93.118 (e) (5) Before determining the adequacy of a submitted motor vehicle emissions budget, EPA will review the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan. EPA will document its consideration of such comments and responses in a letter to the State indicating the adequacy of the submitted motor vehicle emissions budget.	Yes	The State supplied proof of public notices and a public hearing. ODEQ received no comments on this LMP.

*Memorandum: *Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas,* October 6, 1995, Joseph W. Paisie, Group Leader, Integrated Policy and Strategies Group. The EPA has determined that for second 10-year maintenance plans, the limited maintenance plan option is available to any CO or PM_{10} maintenance area that meets the requirements of the respective policies. The EPA has offered this option to a wider number of areas that meet the policy requirements, based on the fact that such areas would have already maintained the standard for 10 years.

Response, Compensation and Liability Act (CERCLA), the United States Environmental Protection Agency (EPA) has entered into a settlement with James R. Forshaw and Wood Protection Products, Inc., concerning the Forshaw Chemicals Superfund Site located in Charlotte, Mecklenburg County, North Carolina. The settlement addresses recovery of CERCLA costs for a cleanup action performed by the EPA at the Site.

DATES: The Agency will consider public comments on the settlement until May 31, 2016. The Agency will consider all comments received and may modify or withdraw its consent to the proposed settlement if comments received disclose facts or considerations which indicate that the proposed settlement is inappropriate, improper, or inadequate.

ADDRESSES: Copies of the settlement are available from the Agency by contacting Ms. Paula V. Painter, Program Analyst, using the contact information provided in this notice. Comments may also be submitted by referencing the Site's name through one of the following methods:

Internet: https://www.epa.gov/nc/public-notice-settlement-concerning-forshaw-chemicals-superfund-site.

- *U.S. Mail:* U.S. Environmental Protection Agency, Superfund Division, Attn: Paula V. Painter, 61 Forsyth Street SW., Atlanta, Georgia 30303.
- *Email: Painter.Paula@epa.gov*

FOR FURTHER INFORMATION CONTACT: Paula V. Painter at 404–562–8887.

Dated: April 5, 2016.

Anita L. Davis,

Chief, Enforcement and Community Engagement Branch, Superfund Division.

[FR Doc. 2016–09998 Filed 4–27–16; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OECA–2012–0703; FRL–9945–61–OEI]

Information Collection Request Submitted to OMB for Review and Approval; Comment Request; NESHAP for Prepared Feeds Manufacturing (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency has submitted an information collection request (ICR), ''NESHAP for Prepared Feeds Manufacturing (40 CFR part 63, subpart DDDDDDD) (Renewal)'' (EPA ICR No. 2354.04, OMB Control No. 2060–0635), to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This is a proposed extension of the ICR, which is currently approved through April 30, 2016. Public comments were previously requested via the **Federal Register** (80 FR 32116) on June 5, 2015 during a 60-day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An Agency may neither conduct nor sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

DATES: Additional comments may be submitted on or before May 31, 2016.

ADDRESSES: Submit your comments, referencing Docket ID Number EPA–HQ–OECA–2012–0703, to: (1) EPA online using *www.regulations.gov* (our preferred method), or by email to *docket.oeca@epa.gov,* or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460; and (2) OMB via email to *oira_submission@omb.eop.gov.* Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Patrick Yellin, Monitoring, Assistance, and Media Programs Division, Office of Compliance, Mail Code 2227A, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone number: (202) 564–2970; fax number: (202) 564–0050; email address: *yellin.patrick@epa.gov.*

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed either online at *www.regulations.gov* or in person at the EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The telephone number for the Docket Center is 202–566–1744. For additional information about EPA's public docket, visit: *http://www.epa.gov/dockets.*

Abstract: Owners and operators of affected facilities are required to comply with reporting and record keeping requirements for the general provisions of 40 CFR part 63, subpart A, as well as for the specific requirements at 40 CFR part 63, subpart DDDDDDD. This includes submitting initial notification reports, performance tests and periodic reports and results, and maintaining records of the occurrence and duration of any startup, shutdown, or malfunction in the operation of an affected facility, or any period during which the monitoring system is inoperative. These reports are used by EPA to determine compliance with the standards.

Form Numbers: None.

Respondents/affected entities: Prepared feeds manufacturing facilities.

Respondent's obligation to respond: Mandatory (40 CFR part 63, subpart DDDDDDD).

Estimated number of respondents: 1,800 (total).

Frequency of response: Initially and annually.

Total estimated burden: 64,100 hours (per year). Burden is defined at 5 CFR 1320.3(b).

Total estimated cost: $6,490,000 (per year), which includes $37,200 in either annualized capital/startup or operation & maintenance costs.

Changes in the Estimates: There is an adjustment increase in the respondent labor hours and cost in this ICR compared to the previous ICR. This is not due to program changes. The increase occurred because this ICR assumes all existing respondents will take some time each year to re-familiarize with the regulatory requirements. Additionally, there is a small decrease of $36 in the estimated O&M cost due to rounding. This ICR rounds all calculated burden and costs to three significant digits. There is no change in the methodology or assumption used to calculate O&M cost.

Courtney Kerwin,

Acting-Director, Collection Strategies Division.

[FR Doc. 2016–09903 Filed 4–27–16; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–R10–OAR–2015–0854: FRL–9945–88–Region 10]

Adequacy Determination for the Medford, Oregon Carbon Monoxide State Implementation Plan for Transportation Conformity Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy determination.

SUMMARY: The Environmental Protection Agency (EPA) is notifying the public of its finding that the Medford, Oregon second 10-year limited maintenance plan (LMP) for carbon monoxide (CO) is adequate for transportation conformity purposes. The LMP was submitted to the EPA by the State of Oregon Department of Environmental Quality (ODEQ or the State) on December 11, 2015, and a supplement was submitted on December 30, 2015. As a result of our adequacy finding, regional emissions analyses will no longer be required as part of the transportation conformity determinations for CO for the Medford area.

DATES: This finding is effective May 13, 2016.

FOR FURTHER INFORMATION CONTACT: The finding will be available at the EPA's conformity Web site: *http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm.* You may also contact Dr. Karl Pepple, U.S. EPA, Region 10 (OAWT–107), 1200 Sixth Ave., Suite 900, Seattle WA 98101; (206) 553–1778; or by email at *pepple.karl@epa.gov.*

SUPPLEMENTARY INFORMATION: This action provides notice of the EPA's adequacy finding regarding the second 10-year CO limited maintenance plan (LMP) for the Medford area for purposes of transportation conformity. The EPA's finding was made pursuant to the adequacy review process for implementation plan submissions delineated at 40 CFR 93.118(f)(1) under which the EPA reviews the adequacy of a state implementation plan (SIP) submission prior to the EPA's final action on the implementation plan.

The State submitted the LMP to the EPA on December 11, 2015, and submitted a supplement to EPA on December 30, 2015. Pursuant to 40 CFR 93.118(f)(1), the EPA notified the public of its receipt of this plan and its review for an adequacy determination on the EPA's Web site and requested public comment by no later than February 22, 2016. The EPA received no comments on the plan during the comment period. As part of our analysis, we also reviewed the State's compilation of public comments and response to comments that were submitted during the State's public process for the LMP. There were no applicable adverse comments directed at the on-road portion of the LMP.

Based on our review, the EPA believes it is appropriate to find this LMP adequate for use in transportation conformity determinations prior to final action on the LMP. The EPA notified ODEQ in a letter dated March 1, 2016 (adequacy letter), subsequent to the close of the EPA comment period, that the EPA had found the LMP to be adequate for use in transportation conformity determinations. A copy of the adequacy letter and its enclosure are available in the docket for this action and at the EPA's conformity Web site: *http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm.*

Pursuant to 40 CFR 93.109(e), limited maintenance plans are not required to contain on-road motor vehicle emissions budgets. Accordingly, as a result of this adequacy finding, regional emissions analyses will no longer be required as a part of the transportation conformity determinations for CO for the Medford area. However, other conformity requirements still remain such as consultation (40 CFR 93.112), transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

Transportation conformity is required by section 176(c) of the Clean Air Act. Transportation conformity to a SIP means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The minimum criteria by which we determine whether a SIP is adequate for conformity purposes are specified at 40 CFR 93.118(e)(4). The EPA's analysis of how the LMP satisfies these criteria is found in the adequacy letter and its enclosure.

Authority: 42 U.S.C. 7401–767Iq.

Dated: April 19, 2016.

Dennis J. McLerran,

Regional Administrator, Region 10.

[FR Doc. 2016–09968 Filed 4–27–16; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OECA–2012–0677; FRL–9945–26–OEI]

Information Collection Request Submitted to OMB for Review and Approval; Comment Request; NSPS for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction or Modification Commenced After June 11, 1973 and Prior to May 19, 1978 (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency has submitted an information collection request (ICR), ''NSPS for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction or Modification Commenced After June 11, 1973 and Prior to May 19, 1978 (40 CFR part 60, subpart K) (Renewal)'' (EPA ICR No. 1797.07, OMB Control No. 2060–0442), to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This is a proposed extension of the ICR, which is currently approved through April 30 2016. Public comments were requested previously via the **Federal Register** (80 FR 32116) on June 5, 2015 during a 60-day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An Agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

DATES: Additional comments may be submitted on or before May 31, 2016.

ADDRESSES: Submit your comments, referencing Docket ID Number EPA–HQ–OECA–2012–0677, to: (1) EPA online using *www.regulations.gov* (our preferred method), or by email to *docket.oeca@epa.gov,* or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460; and (2) OMB via email to *oira_submission@omb.eop.gov.* Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Patrick Yellin, Monitoring, Assistance, and Media Programs Division, Office of Compliance, Mail Code 2227A, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone number: (202) 564–2970; fax number: (202) 564–0050; email address: *yellin.patrick@epa.gov.*

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at *www.regulations.gov*

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101

AIR & RADIATION
DIVISION

Ms. Ann Marie Alfrey
Executive Director
Rogue Valley Council of Governments
155 N. 1st Street
P.O. Box 3275
Central Point, OR 97502

Re: End of Transportation Conformity Requirements Following 20 years of Maintenance for the Medford Carbon Monoxide (CO) Maintenance Area

Dear Ms. Alfrey:

Our records indicate that the Medford carbon monoxide area has reached the end of the 20 year maintenance period for the carbon monoxide National Ambient Air Quality Standard (NAAQS). Congratulations on reaching this milestone which is the culmination of efforts to reduce and maintain CO in the Medford area to healthy levels.

The purpose of this letter is to provide information regarding transportation conformity requirements for a maintenance area that has achieved 20 years of maintenance. We are providing this information given that the Medford CO maintenance area has maintained the CO standard for 20 years.

The Clean Air Act requires that with redesignation to attainment, a maintenance plan must be submitted to the EPA that demonstrates maintenance for 10 years, after redesignation, for the NAAQS that the area was originally designated as nonattainment. See CAA section 175A(a). In addition, after eight years into the first 10-year maintenance period, a second 10-year maintenance plan is to be submitted to the EPA that demonstrates continued maintenance for a second 10-year period. See CAA section 175A(b).

Once the total of 20-years of maintenance has been achieved, the requirements for a transportation conformity determination, as provided in CAA section 176(c) and 40 CFR part 93, no longer apply to the maintenance area. This provision is articulated in 40 CFR 93.102(b)(4):

> "The provisions of this subpart apply to maintenance areas through the last year of a maintenance area's approved CAA section 175A(b) maintenance plan, unless the applicable implementation plan specifies that the provisions of this subpart shall apply for more than 20 years."

Additional information, regarding the end of 20 years of maintenance, is also presented in our Office of Transportation and Air Quality's guidance document entitled "Transportation Conformity Guidance for Areas Reaching the End of the Maintenance Period; EPA-420-B-14-093, October 2014" available at http://nepis.epa.gov/Exe/ZyPDF.cgi/P100KPP0.PDF?Dockey=P100KPP0.PDF.

With regard to the Medford CO maintenance area, the EPA approved the first 10-year maintenance plan on July 24, 2002 (67 FR 48388) with an effective date of September 23, 2002. We approved the second 10-year

Limited Maintenance Plan on 7/20/2016 (81 FR 47029) with an effective date of September 19, 2016. The Medford CO maintenance area has shown continuous maintenance of the CO NAAQS (see 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. Therefore, as of September 23, 2022, the Rogue Valley Metropolitan Planning Organization and Rogue Valley Council of Governments are no longer 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 and Transportation Improvement Program.

We note that as other Oregon maintenance areas approach 20 years of maintenance, the EPA will provide additional guidance for those areas.

Finally, we note that the other provisions of the second 10-year maintenance plan continue to remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the State Implementation Plan consistent with the anti-backsliding requirements of CAA section 110(l) and CAA section 193, if applicable. Furthermore, the maintenance requirement in CAA section 110(a)(1) remains in place for all areas, including attainment areas.

If there are any questions regarding transportation conformity or the Medford CO maintenance plan, please have your staff contact Claudia Vaupel, of my staff, at (206) 553-6121 or at vaupel.claudia@epa.gov.

Sincerely,

Digitally signed by DAVIS ZHEN
Date: 2023.04.27 12:20:53 -07'00'

for

Krishna Viswanathan
Director

cc: Jasmine Harris, FHWA
Emily Cline, FHWA
Ned Conroy, FTA
Natalie Liljenwall, OR DOT
Mr. Karl Welzenbach, RVCOG
Mr. Ryan MacLaren, RVMPO
Mr. Michael Orman, OR DEQ
Karen Williams, OR DEQ

This final regulatory action will not have a significant economic impact on a small entity once it receives a grant because it will be able to meet the costs of compliance using the funds provided under this program.

Intergovernmental Review: This program is subject to Executive Order 12372 and the regulations in 34 CFR part 79. One of the objectives of the Executive order is to foster an intergovernmental partnership and a strengthened federalism. The Executive order relies on processes developed by State and local governments for coordination and review of proposed Federal financial assistance.

This document provides early notification of our specific plans and actions for this program.

Accessible Format: On request to the program contact person listed under **FOR FURTHER INFORMATION CONTACT**, individuals with disabilities can obtain this document in an accessible format. The Department will provide the requestor with an accessible format that may include Rich Text Format (RTF) or text format (txt), a thumb drive, an MP3 file, braille, large print, audiotape, or compact disc, or other accessible format.

Electronic Access to This Document: The official version of this document is the document published in the **Federal Register**. You may access the official edition of the **Federal Register** and the Code of Federal Regulations at *www.govinfo.gov.* At this site you can view this document, as well as all other documents of this Department published in the **Federal Register**, in text or Portable Document Format (PDF). To use PDF you must have Adobe Acrobat Reader, which is available free at the site.

You may also access documents of the Department published in the **Federal Register** by using the article search feature at *www.federalregister.gov.* Specifically, through the advanced search feature at this site, you can limit your search to documents published by the Department.

Katherine Neas,

Deputy Assistant Secretary, delegated the authority to perform the functions and duties of the Assistant Secretary for the Office of Special Education and Rehabilitative Services.

[FR Doc. 2022–14852 Filed 7–8–22; 4:15 pm]

BILLING CODE 4000–01–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R10–OAR–2021–0393; FRL–9756–02–R10]

Air Plan Approval; OR; Vehicle Inspection Program and Medford-Ashland PM_{10} Maintenance Plan Technical Correction

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving revisions to the Oregon state implementation plan (SIP) submitted by the State of Oregon (Oregon) on December 9, 2020 and December 22, 2021. The revisions update the SIP-approved vehicle inspection program for the Portland and Medford areas. The EPA is approving the SIP submittal as consistent with Clean Air Act (Act or CAA) requirements. Additionally, the EPA is making a technical correction to the Medford-Ashland particulate matter (PM_{10}) maintenance plan that incorrectly identified a street-sweeping commitment as a transportation control measure (TCM).

DATES: This action is effective on August 11, 2022.

ADDRESSES: The EPA has established a docket for this action under Docket ID No. EPA–R10–OAR–2021–0393. All documents in the docket are listed on the *https://www.regulations.gov* website. Although listed in the index, some information is not publicly available, *e.g.,* CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through *https://www.regulations.gov,* or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information.

FOR FURTHER INFORMATION CONTACT: Claudia Vaupel, (206) 553–6121, *vaupel.claudia@epa.gov.*

SUPPLEMENTARY INFORMATION: Throughout this document whenever "we," "us," or "our" is used, it is intended to refer to the EPA.

I. Background

On May 11, 2022, EPA proposed to approve Oregon's SIP revision for the vehicle inspection program (VIP) in the Portland and Medford areas (87 FR 28783). The SIP revision updates the rules to improve clarity, add requirements for the onboard diagnostics system, and remove references to the enhanced dynamometer test that is no longer required as of January 1, 2007.[1] EPA also proposed to correct the nomenclature used to describe the street sweeping commitment in the Medford-Ashland SIP as a TCM. EPA clarified that the street sweeping commitment is not a TCM, within the meaning of 40 CFR 93.101, and further clarified that Oregon is not obliged to treat the street sweeping commitment in its SIP as a TCM. An explanation of the CAA requirements, a detailed analysis of the submittal, and the EPA's reasons for approval were provided in the notice of proposed rulemaking. The public comment period for this proposed rulemaking closed on June 10, 2022. The EPA received no comments during the public comment period.

II. Final Action

The EPA is approving the SIP revision submitted by Oregon on December 9, 2020 and December 22, 2021. We are approving the following rule amendments (state effective November 19, 2020): OAR 340–256–0010, –0100, –0130, –0200, –0300, –0310, –0330, –0340, –0355, –0356, –0370, –0380, –0390, –0400, –0420, –0440, –0450, –0465, –0470, –0350 (repeal), –0410 (repeal), –0460 (repeal). The EPA is also correcting the nomenclature in the Medford-Ashland PM_{10} maintenance plan used to describe the street sweeping control measure as a TCM.

III. Incorporation by Reference

In this document, the EPA is finalizing regulatory text that includes incorporation by reference. In accordance with requirements of 1 CFR 51.5, the EPA is finalizing the incorporation by reference of certain provisions and removing certain provisions from incorporation by reference, as described in sections I and II of this preamble. The EPA has made, and will continue to make, these materials generally available through *www.regulations.gov* and at the EPA Region 10 Office (please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this preamble for more information). Therefore, these materials have been approved by EPA for inclusion in the State implementation plan, have been incorporated by reference by EPA into that plan, are fully federally enforceable

[1] The EPA approved phasing out the enhanced test on December 19, 2011. (*See* 76 FR 78571).

under sections 110 and 113 of the CAA as of the effective date of the final rulemaking of EPA's approval, and will be incorporated by reference in the next update to the SIP compilation.

IV. Statutory and Executive Order Reviews

Under the Clean Air Act, the Administrator is required to approve a SIP submission that complies with the provisions of the Clean Air Act and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, the EPA's role is to approve State choices, provided that they meet the criteria of the Clean Air Act. Accordingly, this action merely approves State law as meeting Federal requirements and does not impose additional requirements beyond those imposed by State law. For that reason, this action:

- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the Clean Air Act; and
- Does not provide the EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where the EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications and it will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

This action is subject to the CRA, and the EPA will submit a rule report to each House of the Congress and to the Comptroller General of the United States. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by September 12, 2022. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2)).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Dated: June 30, 2022.

Casey Sixkiller,

Regional Administrator, Region 10.

For the reasons set forth in the preamble, 40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart MM—Oregon

■ 2. In § 52.1970, amend Table 2 in paragraph (c) by revising the entries for "256–0010", "256–0130", and "256–200" and under the heading "Emission Control System Inspection" entries "256–0300" through "256–0470" to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

TABLE 2—EPA APPROVED OREGON ADMINISTRATIVE RULES (OAR) [1]

State citation	Title/subject	State effective date	EPA approval date	Explanations
CHAPTER 340—DEPARTMENT OF ENVIRONMENTAL QUALITY				
*	*	*	*	*
Division 256—Motor Vehicles				
256–0010	Definitions	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
Visible Emissions				
*	*	*	*	*
256–0130	Motor Vehicle Fleet Operation	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	

TABLE 2—EPA APPROVED OREGON ADMINISTRATIVE RULES (OAR) [1]—Continued

State citation	Title/subject	State effective date	EPA approval date	Explanations
	Certification of Pollution Control Systems			
256–0200	County Designations	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
	Emission Control System Inspection			
256–0300	Scope	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0310	Government-Owned Vehicle, Permanent Fleet Vehicle and United States Government Vehicle Testing Requirements.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0330	Department of Defense Personnel Participating in the Privately Owned Vehicle Import Control Program.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0340	Light Duty Motor Vehicle and Heavy Duty Gasoline Motor Vehicle Emission Control Test Method for Basic Program.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0355	Emissions Control Test Method for OBD Test Program.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0356	Emissions Control Test Method for On-Site Vehicle Testing for Automobile Dealerships.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0370	Renewal of Registration for Light Duty Motor Vehicles and Heavy Duty Gasoline Motor Vehicles Temporarily Operating Outside of Oregon.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0380	Light Duty Motor Vehicle Emission Control Test Criteria for Basic Program.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0390	Heavy Duty Gasoline Motor Vehicle Emission Control Test Criteria.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0400	Light Duty Motor Vehicle Emission Control Standards for Basic Program.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0420	Heavy-Duty Gasoline Motor Vehicle Emission Control Standards.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0440	Criteria for Qualifications of Persons Eligible to Inspect Motor Vehicles and Motor Vehicle Pollution Control Systems and Execute Certificates.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0450	Gas Analytical System Licensing Criteria for Basic Program.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0465	Test Equipment Licensing Criteria for OBD Test Program.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	
256–0470	Agreement With Independent Contractor; Qualifications of Contractor; Agreement Provisions.	11/19/2020	7/12/2022, [Insert **Federal Register** citation].	

* * * * * * *

[1] The EPA approves the requirements in Table 2 of this paragraph (c) only to the extent they apply to (1) pollutants for which NAAQS have been established (criteria pollutants) and precursors to those criteria pollutants as determined by the EPA for the applicable geographic area; and (2) any additional pollutants that are required to be regulated under Part C of Title I of the CAA, but only for the purposes of meeting or avoiding the requirements of Part C of Title I of the CAA.

* * * * *

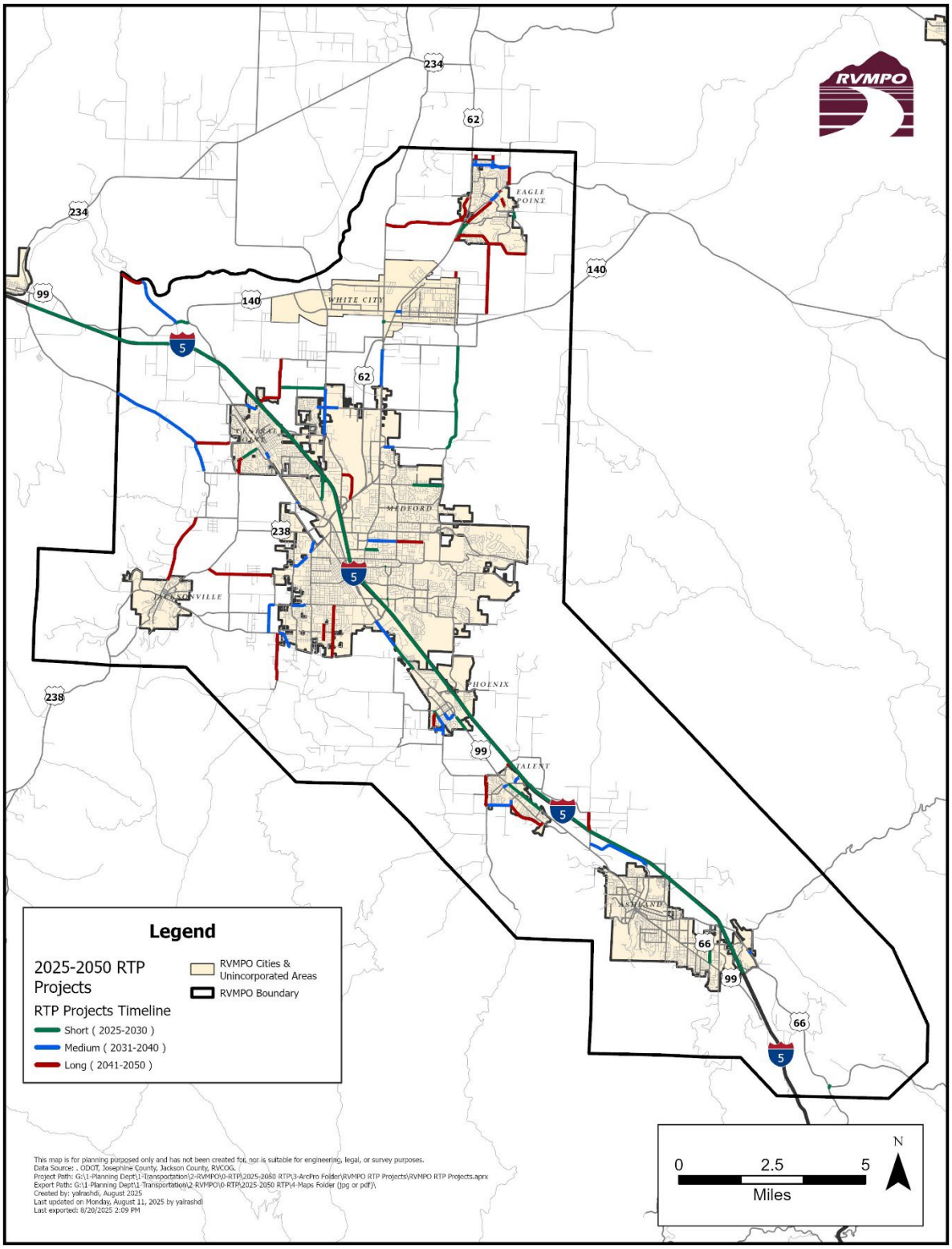
[FR Doc. 2022–14390 Filed 7–11–22; 8:45 am]

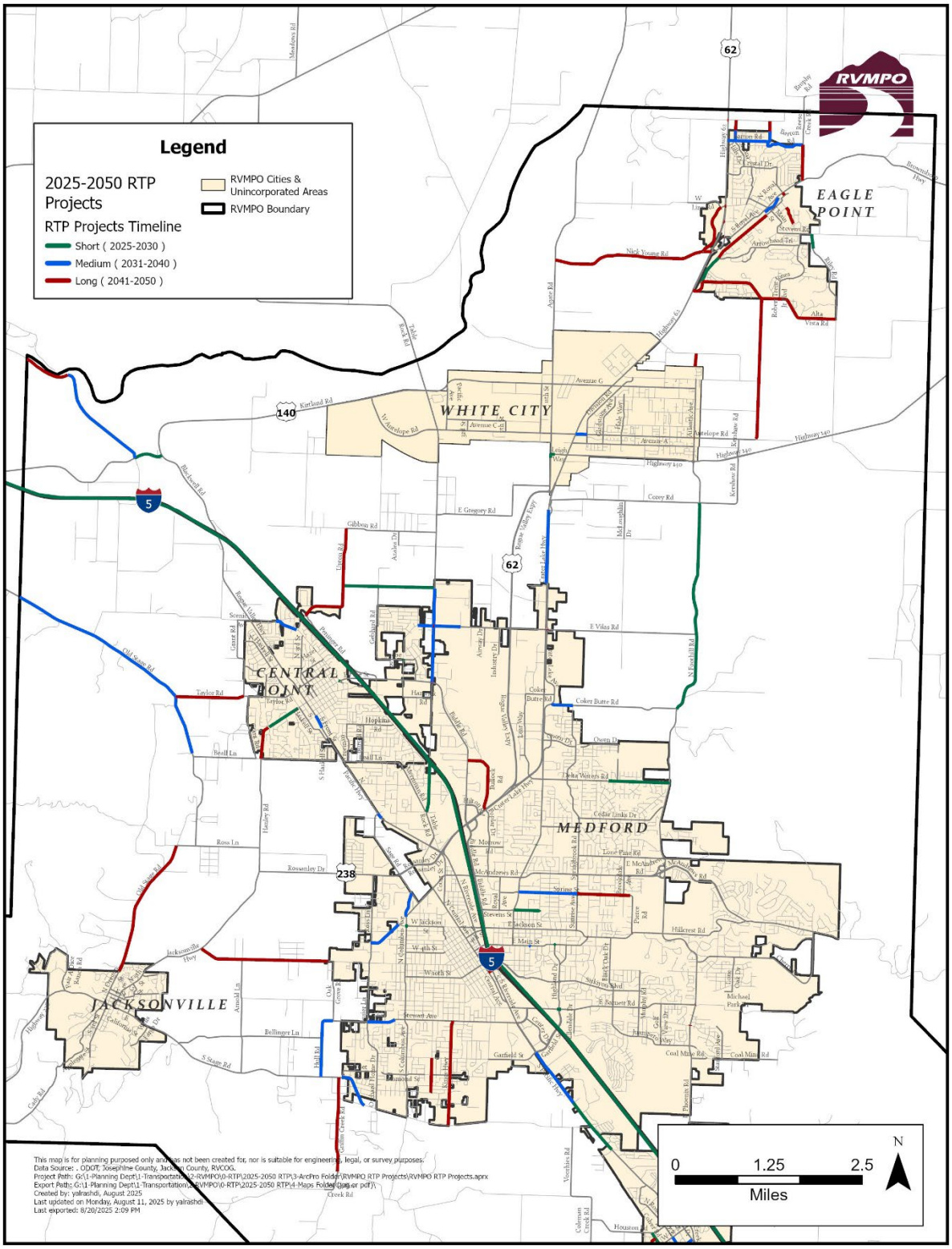
BILLING CODE 6560–50–P

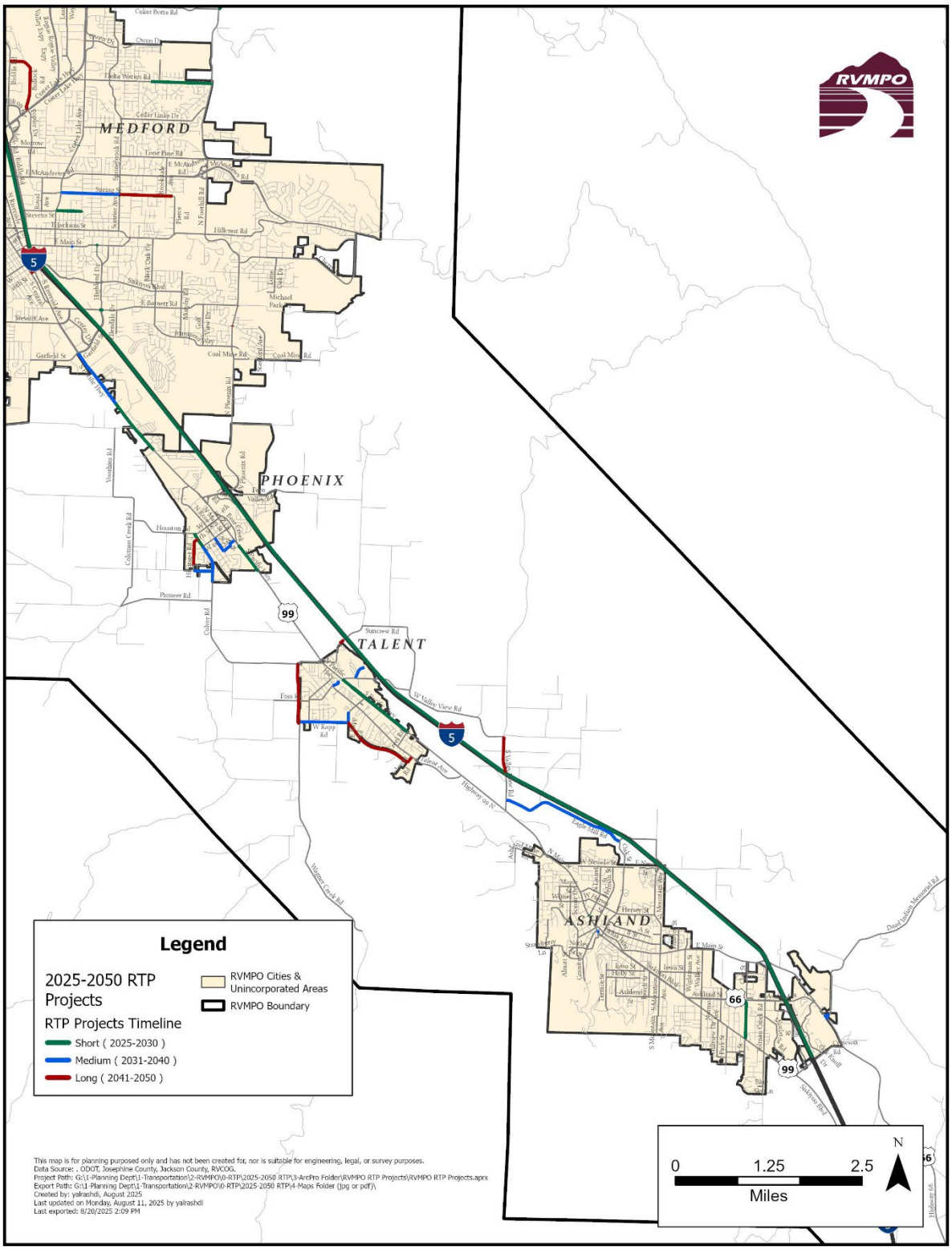
Appendix C

Project Lists and Maps

2025-50 Regional Transportation Plan


RVMPO
Legend
2025-2050 RTP Projects
RTP Projects Timeline
Short (2025-2030)
Medium (2031-2040)
Long (2041-2050)
RVMPO Cities & Unincorporated Areas
RVMPO Boundary
0
2.5
5
Miles
N
EAGLE POINT
WHITE CITY
MEDFORD
PHOENIX
TALENT
ASHLAND
234
62
140
99
5
238
66


Legend
2025-2050 RTP Projects
RTP Projects Timeline
Short (2025-2030)
Medium (2031-2040)
Long (2041-2050)
RVMPO Cities & Unincorporated Areas
RVMPO Boundary
RVMPO
EAGLE POINT
WHITE CITY
CENTRAL POINT
MEDFORD
JACKSONVILLE
62
140
5
238
0
1.25
2.5
Miles
N
This map is for planning purposed only and has not been created for, nor is suitable for engineering, legal, or survey purposes.
Data Source: . ODOT, Josephine County, Jackson County, RVCOG.
Created by: yalrashdi, August 2025
Last updated on Monday, August 11, 2025 by yalrashdi
Last exported: 8/20/2025 2:09 PM


RVMPO
MEDFORD
PHOENIX
TALENT
ASHLAND
Legend
2025-2050 RTP Projects
RTP Projects Timeline
Short (2025-2030)
Medium (2031-2040)
Long (2041-2050)
RVMPO Cities & Unincorporated Areas
RVMPO Boundary
This map is for planning purposed only and has not been created for, nor is suitable for engineering, legal, or survey purposes.
Data Source: . ODOT, Josephine County, Jackson County, RVCOG.
Project Path: G:\1-Planning Dept\1-Transportation\2-RVMPO\0-RTP\2025-2050 RTP\3-ArcPro Folder\RVMPO RTP Projects\RVMPO RTP Projects.aprx
Export Path: G:\1-Planning Dept\1-Transportation\2-RVMPO\0-RTP\2025-2050 RTP\4-Maps Folder (jpg or pdf)\
Created by: yalrashdi, August 2025
Last updated on Monday, August 11, 2025 by yalrashdi
Last exported: 8/20/2025 2:09 PM
0
1.25
2.5
Miles
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Project List by Jurisdiction

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
	Ashland									
Short Range 2025-2030	NEW	**ASH-116**	Clay St: Faith Ave to Siskyou 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)	Short	$ 7,190,217	$ 8,457,531	TRUE	Exempt - Table 2 - Bicycle & pedestrian facilities.	PM10
					Short Range (2025-2030) Total	**$ 7,190,217**	**$ 8,457,531**			
Medium Range 2031-2040	-	-	NO MID-RANGE PROJECTS	NO MID-RANGE PROJECTS	Medium	-				
					Medium Range (2031-2040) Total	**$ -**	**$ -**			
Long Range 2041-2050	-	-	NO LONG-RANGE PROJECTS	NO LONG-RANGE PROJECTS	Long	-	-			
					Long Range (2036-2045) Total	**$ -**	**$ -**			
							Total Cost	**$ 8,457,531**		

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
	Central Point									
Short Range 2025-2030	OLD	CP-001	Beebe at Hamrick Road Signal	Install new four way signal at Beebe and Hamrick Roads	Short	$ 350,000	$411,689	TRUE	Exempt 93.127 Table 3 - Signalization at individual intersections	PM10
	OLD	CP-003	W. Pine Street 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 (2,200 ft, 0.42 miles)	Short	$ 4,549,000	$5,350,786	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
					Short Range (2025-2030) Total	**$ 4,899,000**	**$5,762,475**			
Medium Range 2031-2040	OLD	CP-004	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	Medium	$ 259,043	$358,405	TRUE	Exempt 93.126 Table 2 - Projects that correct, imprve, or eliminate a hazardous location or feature.	PM10
	OLD	CP-005	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidwalks (urban upgrade - no new travel lanes) (700 ft)	Medium	$ 865,078	$1,196,902	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
					Medium Range (2031-2040) Total	**$ 1,124,121**	**$1,555,307**			
Long Range 2041-2050	OLD	CP-006	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	Long	$ 1,751,803	$3,353,449	TRUE	Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	CP-007	Hanley – Brandon to Beall Lane	Widen to add center turn lane, bike lanes , sidewalks (no new travel lanes) (2,150 ft)	Long	$ 3,286,685	$6,291,649	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
					Long Range (2041-2050) Total	**$ 5,038,488**	**$9,645,098**			
							Total Cost	**$ 16,962,880**		

*Year Of Expenditure is 3.3%

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
	Eagle Point									
Short Range 2025-2030	OLD	EP-001	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	$ 450,000	$529,315	TRUE	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-002	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	$ 325,000	$382,283	TRUE	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
				Short Range (2025-2030) Total		**$ 775,000**	**$911,598**			
Medium Range 2031-2040	OLD	EP-004	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	$ 2,000,000	$2,767,153	TRUE	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-006	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	$ 2,000,000	$2,767,153	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-007	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	$ 1,000,000	$1,383,577	TRUE	Non-exempt	PM10
	OLD	EP-008	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	$ 1,000,000	$1,383,577	TRUE	Non-exempt	PM10
				Medium Range (2031-2040) Total		**$ 6,000,000**	**$ 8,301,460**			

Long Range 2041-2050	OLD	EP-009	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	$ 1,000,000	$1,914,284	TRUE	Non-exempt	PM10
	OLD	EP-010	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	$ 1,000,000	$1,914,284	TRUE	Non-exempt	PM10
	OLD	EP-011	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	$ 1,500,000	$2,871,426	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-012	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-013	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	$ 1,000,000	$1,914,284	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-014	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	$ 1,000,000	$1,914,284	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-015	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-016	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-017	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	$ 550,000	$1,052,856	TRUE	Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-018	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	$ 2,500,000	$4,785,711	TRUE	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-019	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-020	Cottonwood at Hwy 62	Planning Phase - Realign Intersection	long	$ 50,000	$95,714	TRUE	Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-021	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.126 Table 2 - Projeccts that correct, improve, or eliminate a hazardous feature.	PM10
	OLD	EP-022	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	$ 325,000	$622,142	TRUE	Non-exempt	PM10
	OLD	EP-023	Hwy 62 @ Rolling Hills Dr	Signalization	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
				Long Range (2041-2050) Total		**$ 20,925,000**	**$ 40,056,399**			

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
				Phoenix						
Short Range 2025-2030	OLD	PHX-005	Colver Rd., 4th St. to 130 feet south of Samuel Lane	Widen and overlay with the addition of curbs, gutters, sidewalks and stormwater (no new travel lanes) - length: .723 miles	Short	$ 1,600,000	$1,882,009	TRUE	Exempt - Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	**PHX-118**	OR99/South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks - length: .453 miles	Short	$ 1,200,000	$1,411,506	TRUE	Exempt - Table 3 - Intersection channelization projects.	PM10
				Short Range (2025-2030) Total		**$ 2,800,000**	**$3,293,515**			
Medium Range 2031-2040	OLD	PHX-002	Rose St, Oak to 1st	Install sideawalks - length: .218 miles	Medium	$346,500	$479,409	TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-003	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	$445,000	$615,692	TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-004	Oak St. Rose to Main	Install sideawalks - length: .216 miles	Medium	$363,000	$502,238	TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-006	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	$ 250,000	$345,894	TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	**PHX-120**	UGB west of railroad between S. Stage Road and Houston Rd	New collector street and railroad crossing to serve industrial/employment lands - length: 1.13 miles	Medium	$ 9,500,000	$13,143,978	NOT-MAPPABLE	Non-Exempt	PM10
				Medium Range (2031-2040) Total		**$10,904,500**	**$15,087,211**			
Long Range 2041-2050	OLD	PHX-007	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	$ 770,000	$1,473,999	TRUE	Exempt-93.126 Table 2 - Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian facilities	PM10
				Long Range (2041-2050) Total		**$ 770,000**	**$1,473,999**			
						Total Cost	**$ 19,854,725**			
	*Year Of Expenditure is 3.3%									

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
				Talent						
Short Range 2025-2030	-	-	NO SHORT RANGE PROJECTS	NO SHORT RANGE PROJECTS		-	-		-	
				Short Range (2025-2030) Total		**$ -**	**$ -**			
Medium Range 2031-2040	OLD	TA-002	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicyle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	$ 3,430,000	$4,745,668	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	TA-003	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 feet	medium	$ 730,000	$1,010,011	TRUE	Non-Exempt	PM10
	OLD	TA-004	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing), approximately 995 feet	medium	$ 880,000	$1,217,547	TRUE	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
				Medium Range (2031-2040) Total		**$ 5,040,000**	**$ 6,973,226**			
Long Range 2041-2050	OLD	TA-005	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	long	$ 5,200,000	$9,954,278	TRUE	Non-Exempt	PM10
	OLD	TA-006	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top) - no new travel lanes, approximately 400 feet	long	$ 800,000	$1,531,427	TRUE	Exempt - Table 2 - Safety, widen narrow pavements (no additional travel lanes)	PM10
	OLD	TA-007	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1, approximately 4,415 feet	long	$ 2,730,000	$5,225,996	TRUE	Non-Exempt	PM10
				Long Range (2041-2050) Total		**$ 8,730,000**	**$ 16,711,701**			
						Total Cost	**$ 23,684,927**			
	*Year Of Expenditure is 3.3%									

PROJECT NUMBER	PROJECT STATUS	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
			Medford						
OLD	MED-172	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations ($100,000 annually)	Short	$ 500,000	$588,128	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-174	Signal System Upgrades	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	Short	$ 1,000,000	$1,176,255	NOT-MAPPABLE	Exempt - ITS systems for congestion reduction	PM10/CO
OLD	MED-009	Biddle Road & Stevens Street	Replace/upgrade traffic signal	Short	$ 400,000	$470,502	TRUE	Exempt - 93.127, table 3 - Intersection signalization projects at individual intersections.	PM10/CO
OLD	MED-011	Foothill Road & Delta Waters Road	Install traffic signal when warranted (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	$ 400,000	$470,502	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-013	Crater Lake Avenue & Brookhurst Street	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	Short	$ 400,000	$470,502	TRUE	Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
OLD	MED-014	Delta Waters Road, Nome Court to Foothill Road	Complete street improvements to Major Collector standard where one or both sides are not already completed	Short	$ 1,818,348	$2,138,842	TRUE	Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-015	Table Rock Road, Merriman Road to Interstate 5	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Short	$ 3,575,000	$4,205,113	TRUE	Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW	**MED-090**	Stevens Street, Crater Lake Avenue to Wabash Avenue	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Short	$ 2,108,577	$2,480,225	TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
NEW	**MED-092**	Highland Drive & East Main Street	Install traffic signal or roundabout when warranted	Short	$ 2,200,000	$2,587,762	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
NEW	**MED-094**	Springbrook Road & Spring Street	Install traffic signal or roundabout when warranted	Short	$ 2,200,000	$2,587,762	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
NEW	**MED-096**	Jackson St and Columbus Avenue	Install traffic signal or roundabout when warranted	Short	$ 2,200,000	$2,587,762	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
			Short Range (2025-2030) Total		***$ 16,801,925***	**$ 19,763,355**			

OLD	MED-016	McAndrews Road, Ross Lane to Jackson Street	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Medium	$ 2,045,000	$2,829,414	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-001	South Stage Road, South Pacific Highway to North Phoenix Road	Complete the environmental process and purchase right-of-way for a new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	Medium	$ 36,700,000	$50,777,262	TRUE	Non-exempt	PM10/CO
OLD	MED-017	South Stage Road, City Limits to Orchard Home Drive	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	Medium	$ 4,345,000	$6,011,640	TRUE	Non-exempt	PM10/CO
OLD	MED-018	12th Street & Riverside Avenue	Replace/upgrade traffic signal and increase vertical clearance	Medium	$ 400,000	$553,431	TRUE	Exempt 93.127 Table 3 - Intersection signalization projects at individual intersections	PM10/CO
OLD	MED-019	Coker Butte Road, Crater Lake Avenue to Springbrook Road	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	Medium	$ 3,400,000	$4,704,161	TRUE	Non-exempt	PM10/CO
OLD	MED-168	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations ($250,000 annually)	Medium	$ 2,500,000	$3,458,942	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-166	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations ($100,000 annually)	Medium	$ 1,000,000	$1,383,577	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-024	Columbus Avenue, West McAndrews Road to Sage Road	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	Medium	$ 4,345,000	$6,011,640	TRUE	Non-exempt	PM10/CO
OLD	MED-026	Stewart Avenue, Lozier Lane to Dixie Lane	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	Medium	$ 2,645,000	$3,659,560	TRUE	Non-exempt	PM10/CO
NEW	**MED-98**	Spring Street, Crater Lake Avenue to Sunrise Avenue	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Medium	$ 4,510,000	$6,239,931	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW	**MED-100**	Main Street & Lindley Street	Replace/upgrade Traffic Signal	Medium	$ 400,000	$553,431	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
			Medium Range (2031-2040) Total		***$ 62,290,000***	**$ 86,182,989**			

OLD	MED-025	Kings Highway, South Stage Road to Stewart Avenue	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Long	$ 8,495,000	$16,261,845	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-027	South Pacific Highway & Stewart Avenue	Intersection improvements such as second southbound left and second eastbound left-turn lanes	Long	$ 3,000,000	$5,742,853	TRUE	Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
OLD	MED-028	Creek View Drive & North Phoenix Road	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (part of the N. Phoenix / Foothill and S Stage Corridor) (Also,	Long	$ 400,000	$765,714	TRUE	Exempt 93.127 Table 3 - Intersection signalization at individual intersections	PM10/CO
OLD	MED-029	Crater Lake Avenue & East Vilas Road	Install traffic signal at re-aligned Crater Lake Ave	Long	$ 400,000	$765,714	TRUE	Exempt 93.127 Table 3 - Intersection signalization at individual intersections, intersection channelization	PM10/CO
OLD	MED-030	Crater Lake Highway & East Vilas Road	Monitor needs after construction of Crater Lake Highway Bypass	Long	$ 5,000	$9,571	TRUE	N/A	PM10/CO
OLD	MED-164	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations ($250,000 annually) - TSP Plan year ends in 2038	Long	$ 1,250,000	$2,392,855	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-162	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations ($100,000 annually) - TSP Plan year ends in 2038	Long	$ 500,000	$957,142	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
NEW	**MED-102**	Spring Street, Sunrise Avenue to Pierce Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	$ 4,210,000	$8,059,137	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW	**MED-104**	12th Street, Central Avenue to Cottage Street	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	$ 695,000	$1,330,428	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW	**MED-106**	Bullock Road, Crater Lake Highway to Lawnsdale Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	$ 4,065,000	$7,781,566	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW	**MED-108**	South Peach Street, Garfield Street to Archer Drive	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	$ 2,875,000	$5,503,567	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW	**MED-110**	North Phoenix Road & Barnett Road	Intersection Improvements such as second SBTH lane, WBTH lane, and phasing all lefts as protected/permitted (part of N Phoenix/Foothill and S Stage Corridor)	Long	$ 880,000	$1,684,570	TRUE	Exempt - Table 3 - Intersection Channelization Projects	PM10/CO
NEW	**MED-112**	Hillcrest Road & Pierce Road	Install traffic signal or roundabout when warranted	Long	$ 2,200,000	$4,211,425	TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
NEW	**MED-114**	Valley View Drive & Hillcrest Road	Install traffic signal or roundabout when warranted	Long	$ 2,200,000	$4,211,425	TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
			Long Range (2041-2050) Total		**$ 31,175,000**	**$ 59,677,812**			
					Total Cost	**$ 165,624,156**			

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
	Jackson County									
Short Range 25-2030	OLD	JCRV-002	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	$ 500,000	$588,128	TRUE	Exempt 93.126 - Bicycle and pedestrian facilities	PM10
	OLD	JCRV-003	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.1 miles	short	$ 5,000,000	$5,881,277	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-004	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.7 miles	short	$ 6,000,000	$7,057,532	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-008	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards with turn lanes (no new travel lanes) - 1.25 miles	short	$ 6,000,000	$7,057,532	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	Short Range (2025-2030) Total					**$ 17,500,000**	**$ 20,584,469**			
Medium Range 2031-2040	OLD	JCRV-010	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	$ 2,000,000	$2,767,153	TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-011	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	medium	$ 1,000,000	$1,383,577	TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-012	Old Stage Rd., Winterbrook to MPO Boundary	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 3.3 miles	medium	$ 9,000,000	$12,452,190	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-013	Eagle Mill Dr, S Valley View to Oak	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.75 miles	medium	$ 4,000,000	$5,534,306	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-014	Table Rock Rd/Vilas Rd Intersection	Intersection widening adding turn lanes	medium	$ 3,000,000	$4,150,730	TRUE	Exempt 93.127, table 3 - Intersection Channelization	PM10
	OLD	JCRV-015	Crater Lake Highway, Medford CL to Fowler	Install enhanced bicycle facility - 1.0 miles	medium	$ 500,000	$691,788	TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-026	Stewart Ave, Oak Grove to Hull	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.15 miles	Medium	$ 500,000	$691,788	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-027	Hull Rd, Stewart to S. Stage	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.75 miles	Medium	$ 2,000,000	$2,767,153	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	NEW	**JCRV-122**	Antelope Road, OR 62 to Division	Install enhanced pedestrian and bicycle facilities	Medium	$ 650,000	$899,325	TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10
	Medium Range (2031-2040) Total					**$ 22,650,000**	**$31,338,010**			

Long Range 2041-2050	OLD	JCRV-016	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	$ 1,500,000	$2,871,426	TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-017	W Main St, Renault to Hanley	Improve (widen) to rural major collector standards with turn lanes and enhanced bike lanes (no new travel lanes) - 1.7 miles	long	$ 3,000,000	$5,742,853	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-018	Upton Rd, Penninger to Gibbon	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.6 miles	long	$ 4,000,000	$7,657,137	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-019	S. Valley View Rd, I-5 to W. Valley View	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.5 miles	long	$ 1,500,000	$2,871,426	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-020	Table Rock Rd/Biddle Rd Intersection	Intersection widening (capacity)- adding east bound left turn laned	long	$ 2,000,000	$3,828,569	TRUE	Exempt - 93.127 Table 3 - channelization project	PM10
	OLD	JCRV-021	Atlantic Ave., Cole Dr to E Dutton	New 3-lane major collector	long	$ 2,000,000	$3,828,569	TRUE	Non-exempt	PM10
	OLD	JCRV-022	Griffin Cr Rd, S Stage Rd to Pioneer Rd	Improve (widen) to rural major collector standards with turn lanes and sidepath (no new travel lanes) - 1.0 miles	long	$ 3,000,000	$5,742,853	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-023	Suncrest Rd, Bear Cr Greenway E to Bear Cr Greenway W	Install enhanced bike and ped facilities (does not include bridge widening)	long	$ 500,000	$957,142	TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-024	Bigham Brown Rd, Antelope to Alta Vista	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.9 miles	long	$ 5,000,000	$9,571,421	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-025	Antelope Rd/Atlantic Intersection	New Traffic Signal	long	$ 500,000	$957,142	TRUE	Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
	OLD	JCRV-028	Taylor Rd, Old Stage to Grant	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.0 miles	long	$ 3,000,000	$5,742,853	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-029	Nick Young Rd, Agate to Eagle Point CL	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 2.0 miles	long	$ 6,000,000	$11,485,706	TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-030	Old Stage Rd, Jacksonville CL to Ross	ulders to conform with Old Stage Road Corricor Plan	long	$ 3,000,000	$5,742,853	TRUE	Exempt 93.126 Table 2 - Shoulder improvements	PM10
	Long Range (2041-2050) Total					**$ 35,000,000**	**$66,999,950**			
						Total Cost	**$ 118,922,429**			

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST		MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
					ODOT					
Short Range 2025-2030	OLD	ODRV-006	I-5: Ashland to Gold Hill	Repair or replace culverts, address scour and road embankment problems near culverts	Short	$ 4,884,153		TRUE	Exempt 93.126 Table 2 - pavement resurfacing/ rehabilitation	PM10/CO
	OLD	ODRV-011	OR99: Creel to Bear Creek Greenway Connector (Talent)	Connecting Hwy 99 to the shared multi-use path.	Short	$ 625,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	ODRV-015	I-4 Southern Oregon Wrong Way Driver Mitigation	Help improve signage onto I-5 from local roadways to help mitigate and stop wrong way entry onto I-5.	Short	$ 2,497,000		NOT-MAPPABLE	Exempt 93.126 Table 2 - Traffic control devices and opeating assistance other than signalization projects	N/A
	OLD	ODRV-016	OR99 at Laruel Street (Ashland)	Intersection improvemetents at OR 99 and Laurel Ave in Ashland.	Short	$ 1,444,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	N/A
	OLD	ODRV-024	OR140 (Leigh Way) at OR62 Right Turn Lane	Add dedicated right turn lane from Leigh Way (OR140) to westbound OR62 to improve traffic flow.	Short	$ 2,020,000		TRUE	N/A	PM10
	NEW	**ODRV-128**	OR99: Transit Signal Upgrades	Upgrade signals on OR99 from the south end of Ashland to exit 35, north of Central Point to provide vehicle to infrastructure communication and improve transit efficiency and reliability.	Short	$ 437,000		NOT-MAPPABLE	Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW	**ODRV-134**	OR99: Glenwood - Matt Loop	Widen road, add sidewalks, bike lanes. Update ADA and add pedestrian crossings and transit locations to improve safety to the traveling public.	Short	$ 27,108,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10/CO
	NEW	**ODRV-132**	- I 5: Rock Slope Stabilization	Stabilize rocks so they will not fall on the roadway	Short	$ 1,777,821		NOT-MAPPABLE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW	**ODRV-136**	OR99: Sage to Willig Way	Sidewalk Infill PE Only	Short	$ 250,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	**ODRV-138**	OR66/OR273: Barrier Upgrades	Replace barrier on Green Springs and Siskiyou Highways and connect barriers at bridge ends to improve safety on the roadway for the travelling public.	Short	$ 6,706,295		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW	**ODRV-140**	Pine Street Signal Improvements (Central Point)	Intersection updates that may include signal upgrades, install a right turn signal and pedestrian crossing on the northbound right turn lane at Pine,10th and Freeman Street.	Short	$ 1,038,523		TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW	**ODRV-142**	NB Highland Dr Barnett Rd Dual Right Turn Lane	Complete design for a future project to construct a dual right turn lane.	Short	$ 4,539,729		TRUE	Exempt - Table 3 - Intersection channelization projects.	PM10/CO
					Short Range (2025-2030) Total	**$ 53,327,521**	**$ 53,327,521**			
Medium Range 2031-2040	NEW	**ODRV-144**	OR-99: Matt Loop Street to Garfield	Add sidewalks and bike lanes; Upgrade Storm Drain; PE Only	Medium	$ 1,000,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	**ODRV-146**	OR-99: Sage to Willig	R/W & Construction Sidewalk Infill	Medium	$ 2,000,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	**ODRV-148**	OR 66: Railroad Bridge Dead Indian Memorial Rd	Design shelf ready plans to grind out existing surface and inlay new asphalt.	Medium	$ 2,009,729		TRUE	Exempt - Table 2 - Pavement resurfacing and/or rehabilitation.	PM10
	NEW	**ODRV-150**	OR 99 @ Water Street Signal	Install a new traffic signal at the intersection of N. Main St. (OR99) & Water St. to enhance pedestrian safety and reduce the frequency and probability of pedestrian crashes at this intersection by providing protected crossing opportunities for bike and pedestrian traffic.	Medium	$ 2,000,000		TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections	
					Medium Range (2031-2040) Total	**$ 7,009,729**	**$ 7,009,729**			
Long Range 2041-2050	-	-	No Long Range Projects	No Long Range Projects		$ -				
					Long Range (2041-2050) Total	**$ -**	**$ -**			
					Total Cost		**$ 60,337,250**			

	PROJECT STATUS	PROJECT NUMBER	DESCRIPTION	TIMING	Total	Federal	Mapped
Short Range 2025-2030	OLD	RVTD-004	Urban Operating Assistance, FFY2024	short	$ 5,895,362	$ 2,947,681	NOT-MAPPABLE
	OLD	RVTD-008	Preventive Maintenance (MPO STBG Transfer, FFY2024)	short	$ 771,890	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-011	RVTD Rideshare and TDM (FFY 24-26)	short	$ 231,872	$ 210,277	NOT-MAPPABLE
	OLD	RVTD-013	RVTD-5310 Enhanced Mobility Small Urban (2023-25)	short	$ 700,397	$ 583,664	NOT-MAPPABLE
	OLD	RVTD-014	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2024)	short	$ 2,500,000	$ 2,000,000	NOT-MAPPABLE
	OLD	RVTD-015	ODOT Mass Transit Capital Replacement (2021-2023)	short	$ 1,440,000	$ 1,200,000	NOT-MAPPABLE
	OLD	RVTD-019	TDM Rideshare (2024)	short	$ 144,000	$ 129,211	NOT-MAPPABLE
	OLD	RVTD-020	TDM Rideshare (2025)	short	$ 144,000	$ 129,211	NOT-MAPPABLE
				Short Range (2025-2030) Total	**$ 11,827,521**	**$ 7,900,044**	
Medium Range 2031-2040	NEW	RVTD-021	Urban Operating Assistance, FFY2025	medium	$ 9,500,000	$ 4,750,000	NOT-MAPPABLE
	NEW	RVTD-022	Urban Operating Assistance, FFY2026	medium	$ 10,000,000	$ 5,000,000	NOT-MAPPABLE
	NEW	RVTD-023	Urban Operating Assistance, FFY2027	medium	$ 10,200,000	$ 5,100,000	NOT-MAPPABLE
	NEW	RVTD-024	Urban Operating Assistance, FFY2028	medium	$ 10,500,000	$ 5,250,000	NOT-MAPPABLE
	NEW	RVTD-025	Urban Operating Assistance, FFY2029	medium	$ 11,000,000	$ 5,500,000	NOT-MAPPABLE
	NEW	RVTD-026	Urban Operating Assistance, FFY2030	medium	$ 11,500,000	$ 5,750,000	NOT-MAPPABLE
	NEW	RVTD-027	Urban Operating Assistance, FFY2031	medium	$ 12,000,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-028	Urban Operating Assistance, FFY2032	medium	$ 12,500,000	$ 6,250,000	NOT-MAPPABLE
	NEW	RVTD-029	Urban Operating Assistance, FFY2033	medium	$ 13,000,000	$ 6,500,000	NOT-MAPPABLE
	NEW	RVTD-030	Urban Operating Assistance, FFY2034	medium	$ 13,500,000	$ 6,750,000	NOT-MAPPABLE
	OLD	RVTD-031	Preventive Maintenance (MPO STBG Transfer, FFY2025)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	OLD	RVTD-032	Preventive Maintenance (MPO STBG Transfer, FFY2026)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-033	Preventive Maintenance (MPO STBG Transfer, FFY2027)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-034	Preventive Maintenance (MPO STBG Transfer, FFY2028)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-035	Preventive Maintenance (MPO STBG Transfer, FFY2029)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-036	Preventive Maintenance (MPO STBG Transfer, FFY2030)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-037	Preventive Maintenance (MPO STBG Transfer, FFY2031)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-038	Preventive Maintenance (MPO STBG Transfer, FFY2032)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-039	Preventive Maintenance (MPO STBG Transfer, FFY2033)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-040	Preventive Maintenance (MPO STBG Transfer, FFY2034)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-041	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2027)	medium	$ 7,500,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-042	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2030)	medium	$ 7,500,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-043	RVTD - 5339 Bus & Facilities Program (Bus Expansion, FFY 2033)	medium	$ 7,500,000	$ 6,000,000	NOT-MAPPABLE
	OLD	RVTD-044	RVTD Rideshare and TDM (FFY 24-26)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-045	RVTD Rideshare and TDM (FFY 27-29)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-046	RVTD Rideshare and TDM (FFY 30-32)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-047	RVTD Rideshare and TDM (FFY 32-34)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-048	RVTD Rideshare and TDM (FFY 35-36)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-049	RVTD-5310 Enhanced Mobility Small Urban (2026-27)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-050	RVTD-5310 Enhanced Mobility Small Urban (2028-29)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-051	RVTD-5310 Enhanced Mobility Small Urban (2030-32)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-052	RVTD-5310 Enhanced Mobility Small Urban (2033-35)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	NEW	RVTD-053	ODOT Mass Transit Capital Replacement (2025-2027)	medium	$ 2,400,000	$ 2,000,000	NOT-MAPPABLE
	NEW	RVTD-054	ODOT Mass Transit Capital Replacement (2030-2031)	medium	$ 2,400,000	$ 2,000,000	NOT-MAPPABLE
	NEW	RVTD-055	ODOT Mass Transit Capital Replacement (2032-2034)	medium	$ 2,400,000	$ 2,000,000	NOT-MAPPABLE
				Medium Range (2031-2040) Total	**$ 154,520,141**	**$ 90,687,400**	
Long Range 2041-2050	NEW	RVTD-067	Urban Operating Assistance, FFY2035-2045	Long	$ 120,000,000	$ 60,000,000	NOT-MAPPABLE
	NEW	RVTD-068	Preventive Maintenance (MPO STBG Transfer, FFY2035-2045	Long	$ 6,243,928	$ 5,662,400	NOT-MAPPABLE
	NEW	RVTD-069	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY2035-2045	Long	$ 22,500,000	$ 18,000,000	NOT-MAPPABLE
	NEW	RVTD-070	RVTD Rideshare and TDM (FFY2035-2045)	Long	$ 3,308,100	$ 3,000,000	NOT-MAPPABLE
	NEW	RVTD-071	RVTD-5310 Enhanced Mobility Small Urban (FFY2035-2045)	Long	$ 7,200,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-072	ODOT Mass Transit Capital Replacement (FFY2035-2045)	Long	$ 12,000,000	$ 10,000,000	NOT-MAPPABLE
				Long Range (2041-2050) Total	**$ 171,252,028**	**$ 102,662,400**	
				Total cost	**$**	**337,599,691**	

Appendix D

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[1].
- 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[1].
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

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

Other

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

Note: 1 In PM_{10} and PM2.5nonattainment 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_{10} and PM2.5concentrations 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 E

Description of Public and Agency Participation

Opportunities for Public and Agency Participation

Overview

This section provides additional details about how both the general public and key agencies participated in the development of this conformity determination, the 2021-2045 Regional Transportation Plan (RTP). It includes Mail Tribune newspaper notices (newspaper of record for Jackson County, Medford, RVMPO and RVCOG) regarding various outreach activities and the legal notice for the public hearing held by the RVMPO Policy Committee on adoption of this conformity determination and the plan and program.

RVMPO Public Participation Plan

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

RVMPO Committee Meetings

Throughout the development of the 2025-2050 RTP and 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.

- RVMPO Public Advisory Council met bimonthly. 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.rvmpo.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 2025-50 RTP began in the spring, 2024. RVMPO member jurisdictions were asked to update their projects for the 2025-50 RTP.

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

Outreach efforts illustrated on the following pages are:

1. Press Release announcing comment period.
2. Notification on RVMPO website.

AQCD Interagency Consultation

Opportunities for agencies to participate in this analysis occurred throughout the development process. Agencies consulted were ODOT, ODEQ, FHWA and FTA. A summary is provided in section 2.1 of the main document. The RVMPO consulted with the Interagency Consultation Group (IACG) on the Pre-Analysis Consensus Plan which is provided in Appendix H. Meeting summaries are included below.

Rogue Valley
Metropolitan Planning Organization

Regional Transportation Planning

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

Interagency Consultation Group
Review of Air Quality Conformity Pre-Analysis Consensus Plan for the RVMPO 2025-2050 Regional Transportation Plan (RTP)

Friday, September 27, 2024 – Time: 09:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

https://us06web.zoom.us/j/84636877729

Meeting ID: 846 3687 7729

Agency	Member
ODOT	Thomas Guevara
ODEQ	James Powell
FTA	Ned Conroy
Trinity Consultants	Suriya Vallamsundar
Trinity Consultants	Tom Carlson
FHWA	Ashley Bryers
ODOT	Natalie Liljenwall
RVCOG	Ryan MacLaren
RVCOG	Dan Moore
RVCOG	Kelsey Sharp
EPA	Tess Bloom
ODOT	Jin Ren
ODEQ	Michael Orman

TOPICS

I. Introductions

II. Review/Comment of Pre-Analysis Consensus Plan for the 2025-2050 RTP Update – Ryan MacLaren, Dan Moore, Tom Carlson and Suriya Vallamsundar

- Modeling Assumptions

  Tom Carlson: Molding assumptions put in the plan largely, but don't exclusively, follow methodology done in other long-range plans.

  Suriya Vallamsundar: Model will be MOVES4.0.1. with an effective date of 2023. 10 total scenarios will come. Recommendations for updates include the shape files????

The last planning cycle we did not get the amount of data that could be helpful? That's why we use the MOVES default? The defaults can be changed.

Tess Bloom: If there is a way to not use the defaults, that would be best practice. In this case, we should aim to not use the defaults when we can.

Tom Calrson: Something about the times of the day within the MOVES and being able to use the defaults to help with some periods of the days??? Jin was into it I think.

Jin Ren: Something about the MAZ/TAZ thing and the assumptions of roads????

Dan Moore: Who would be responsible for attaining the data?

Tom Carlson: If Jin can give us something, then Trinity can do the thing with the four periods. Jin seemed to be into this again I think.

Suriya: Is it reasonable to use the sub-areas like White city, or should we expect changes and can we get help with that.

Jin: There may be some changes, but not with the cities. The MPO Boundary may have changed.

Ryan: The MPO changes have not been approved by the Governor yet. RVCOG's GIS department will send the most up to date MPO Boundary.

Suriya:

James Powell: The registration Data got a major update. That is being reviewed right now. The 2020 version may be the most current version if the timeline is sooner than January.

Dan: With our schedule, by the first of 2025, we will want a working model.

Tom Calrson: If there is a interim form we can use, then when the update is ready we can use that from the interim form.

I got very lost here. Oh boy. They are talking about the model. I know that for sure! Something is more aggressive, "as it should be."

Jin: RVCOG is collecting the land use forecast data.

I have gotten lost yet again.

Dan: Asking good questions heres. Bringing people back with what is important. Data. We just need consensus.

People like the Unpaved Road Dust Emissions I think. Taking the methods from the SIP?

Tess is asking for two weeks. Everyone seems to like that.

Ashley would like notes from the meeting.

- MOVES Modeling Inputs Outline and Assumptions
  - Analysis Years – proposed 2025, 2031, 2040, and 2050
  - Scenarios
    - With Transit and without transit inputs for each analysis year
    - Additional 2050 No Build Scenario
  - MOVES modeling data needs
    - Vehicle Fleet Inputs (Source type population, age distribution, AVFT)
    - Travel Activity Inputs (VMT by source type, road type, and speed distribution)
    - Other Inputs (e.g., Fuels)
- Road Dust Emission Calculation Methodology and Inputs
- Comments from Agencies

Ryan: We hit conformity in 2026, then we do a 5-year RTP. Is this one going to be 4 or 5 year.

Tess: I'm going to have to get back to you. In regard to COMon areas, conformity doesn't matter there? We gotta for the PM10.

Ashley: Sounds like we should talk about that. EPA rules may be overriding, but we should be sure.

III. Review requirements after the end of the second PM_{10} limited maintenance plan

IV. Next Steps

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MINUTES OF INTERAGENCY AIR QUALITY CONSULTATION GROUP

Date: June 25, 2025
Time: 1:30 PM Pacific Time
Location: Zoom Conference Call-In

Attendees: Dan Moore, RVCOG; Ryan MacLaren, RVCOG; Yazeed Alrashdi, RVCOG; Jeff Stump, RVCOG, Kelsey Sharp, RVCOG; Michael Orman, ODEQ; Jinxiang Ren, ODOT; Natalie Liljenwall, ODOT, Tom Guevara, ODOT, Mike Baker, ODOT, Tess Bloom, EPA; Danielle Casey, FTA; Tom Carlson, Trinity Consultants.

Note: Jasmine Harris, FHWA, was not able to attend the meeting. Tess Bloom, EPA, forwarded meeting notes to Jasmine for her to comment on.

1. **Introductions**

   After self-introductions, Dan stated that the purpose of the meeting was to determine whether the changes to the RTP project list requires another air quality conformity analysis (MOVES modeling).

2. **Review of Changes to the 2025-2050 RTP Project List**

   Dan reviewed the June 23, 2025 memo (attached) to the Interagency Consultation Partners that outlined the non-exempt projects removed from the 2025-50 RTP project list. The memo included daily volumes and estimated vehicle miles traveled (VMT) for each of the projects.

   Mike Baker, ODOT confirmed that project #MED-037. South Stage Road, North Phoenix Road to 1,000 feet West was under construction.

3. **Discussion and Decision on whether the Changes to the RTP Project List Requires Another Air Quality Conformity Analysis (MOVES Modeling).**

   Discussion ensued around the impacts of removing the projects would have on congestion and VMT. Jin Ren, ODOT commented that the revisions to the RTP will have minor changes to VMT and congestion, and that differences in the analysis years are very small. Tom Carlson, Trinity Consultants concurred VMT on all four (4) projects was negligible, and that the air quality analysis shows that PM_{10} emissions are less than half of the budgeted amount. Michael Orman, ODEQ, stated that, "I would support using the current air quality analysis so long as the proposed change is determined to be neutral or to have minimal impact." Tess Bloom, EPA, stated that she would be comfortable with using the current air quality analysis based on the facts that the planning area is not close to reaching the budgeted limit of PM_{10} per the March 2025 air

quality analysis and that the impacts due to the removal of the projects appear to be minimal. Danielle Casey, FTA stated that she and Jasmine Harris would defer to Tess Bloom's recommendation.

4. Next Steps

Tom Carlson, Trinity Consultants, will prepare a memo that includes information that was discussed at the meeting and that summarizes impacts to VMT and congestion as a result of the proposed removal of the projects identified.

The Interagency Air Quality Consultation Group (IACG) will be asked to concur via email that the March 2025 air quality conformity determination is acceptable to use for the 2025-2050 RTP update.

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*** PRESS RELEASE ***

NOTICE OF PUBLIC HEARING
REQUEST FOR COMMENT ON ADOPTION OF THE 2025–2050 Rogue Valley Metropolitan Planning Organization Regional Transportation Plan & 2025-2050 Air Quality Conformity Determination

RVMPO Policy Committee Meeting, 2:00 p.m. Tuesday, September 23, 2025

Join Zoom Meeting
https://us06web.zoom.us/j/84627823341
Meeting ID: 846 2782 3341
Dial: +1 346 248 7799

Sent out to Media and Posted at rvmpo.org on August 22, 2025

The RVMPO is considering the adoption of:

1. The 2025-2050 Regional Transportation Plan (RTP)
2. The 2025-2050 Air Quality Conformity Determination (AQCD)

The Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee, Jackson County, State of Oregon, will hold public hearing beginning at 2 p.m., September 23, 2025, during the Policy Committee meeting at the Rogue Valley Council of Governments, 155 N. 1st St., Central Point. The hearing will address adoption of the 2025-2050 Regional Transportation Plan (RTP) with an Air Quality Conformity Determination (AQCD). The RTP and AQCD fulfill federal requirements (23 CFR Part 450) and U.S. Clean Air Act (and amendments) for a long-range multimodal transportation plan and a current AQCD in the Medford urbanized area which includes RVTD, portions of Jackson County and the cities of Ashland, Talent, Phoenix, Medford, Jacksonville, Central Point and Eagle Point.

We are seeking public comment over the next thirty (30) days. Anyone wishing to comment should go to the website and click on the "contact us" link. Or you can mail comments to:

Planning and Program Director
Rogue Valley Council of Governments
155 N. 1st Street
P.O Box 3275
Central Point, OR 97502

This public hearing notice is being used to meet the public participation requirements for the Federal Transit Administration's Program of Projects.

RVMPO is staffed by Rogue Valley Council of Governments • 155 N. First St. • P O Box 3275 • Central Point OR 97502 • 664-6674

Appendix F

Public and Agency Comments Received and Responses During Public Comment Period

Comments Received During Comment Period

The RVMPO held a formal 30-day public comment period August 22, 2025 to September 23, 2025, and a public hearing on September 23, 2025. Activities during the comment period are described in Appendix F. A record of all activities during comment period are on file at RVCOG, Central Point, OR.

RVMPO 2025-2050 Air Quality Conformity Determination Agency Comments		
Source	**Comment Summary**	**RVMPO Response**
Jin Ren, ODOT TPAU	Page iii - Should it be the current, such as: Sept. 2025?	The current RTP (2021-2045) was adopted on September 28, 2021. The next AQCD will reflect the 2025-50 RTP adoption date of September 2025.
Jin Ren, ODOT TPAU	Page 1 - Adding turns is considered adding capacity and is coded in the the SOABM network either at intersections or mid-blocks depending on the nature of the turn lanes. Suggest removing this wording. Also, adding a signalization is considered adding capacity. FYI: In the old JEMnR model, adding lanes is not coded; and therefore is not considered as the capacity expansion; but SOABM does code them at intersections.	Will remove the sentence.
Jin Ren, ODOT TPAU	Page 7 - It's good to add an acronym here: "SOABM".	Added
Jin Ren, ODOT TPAU	Page 11 - The numbers were updated with some corrections on the email of July 11th, but are not reflected here in Table 4.	Table 4 updated with July 11, 2025 numbers
Jin Ren, ODOT TPAU	Page 11 - Actually, this statement was from the 2017 RVMPO-RTP update. 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).	Revised
Jin Ren, ODOT TPAU	Page 12 - SOABM_V4	Revised
Jin Ren, ODOT TPAU	Page 13 - SOABM_V4	Revised
Jin Ren, ODOT TPAU	Page 17 - Short-term year (revise Table 6)	Revised
Jin Ren, ODOT TPAU	Page 18 - SOABM_V4	Revised
Jin Ren, ODOT TPAU	Page 18 2nd paragraph "traditional travel demand forecasting model"	Revised
Jin Ren, ODOT TPAU	Page 18 add to end of the 2nd paragraph, "and how each person's travel is affected by others in their household ABMs can model chains of trips with multiple destinations. The day-long, inter-related travel choices of household members are reflected in the model, giving ABMs the ability to simulate travel at a greater level of detail and across longer time frames than previous traditional demand forecasting models."	Added
Jin Ren, ODOT TPAU	Page 18 - 3rd paragraph add to last sentence, "2025-2050 RTP"	Added
Jin Ren, ODOT TPAU	Page 21 - SOABM_V4	Revised
Jin Ren, ODOT TPAU	Page 21 - Revise 1st sentence 2nd paragraph, "existing or planned"	Revised

Jin Ren, ODOT TPAU	Page 23 last paragraph, strike out because 2021-2045 RTP used the SOABM_v2. Only the 2017-2042 RTP used the JEMNR_v4.3 model to be in contrast to the current 2025-2050 RTP based on the SOABM_v4.	Revised
Jin Ren, ODOT TPAU	Page 23 last paragraph,replace "intrazonal" with "all street travel"	Revised
Jin Ren, ODOT TPAU	Page 30 - We did add 2018 RVTD adopted Transit Master Plan into the 2031-2050 SOABM_v4 sequentially, disregarding the funding situation.	Revised
Tess Bloom, EPA	Page i - Replace with "period" as the maintenance plan does not expire.	Revised
Tess Bloom, EPA	Page I - I don't think this is important info to include and I think the reference to the 2025 horizon year which is beyond the 20-year maintenance period is confusing. I suggest striking this language.	Struck
Tess Bloom, EPA	Page ii - Suggest "conform or re-conform"	Revised
Tess Bloom, EPA	Page iii - Suggest this say "the Medford-Ashland PM10 maintenance plan" instead	Revised
Tess Bloom, EPA	Page iii - Does RVMPO mean to demonstrate here that the projects contained in the 2025-2050 RTP to be adopted will lead to a slight decrease in emissions as opposed to without them? It's unclear what is meant by "with" and "without" transit service. I suggest adding some explanation.	Added footnote, "Estimated PM_{10} emissions for both transit cases included existing service plus future transit service identified in RVTD"s long range transit plan. A second "worst case scenario" model run was done without any transit service for the 2025-2050 RTP planning period to demonstrate the impact on air quality."
Tess Bloom, EPA	Page iii - I suggest replacing this with "issued a conformity determination for"	Revised
Tess Bloom, EPA	Page iv - I suggest specifying which models are being referred to under "computer models." Also, please specify here which version of MOVES was used for the analysis (MOVES4, etc.).	Updated
Tess Bloom, EPA	Page 2 - Suggest "reach attainment"	Revised
Tess Bloom, EPA	Page 2 - Suggest "attainment"	Revised
Tess Bloom, EPA	Page 2 last sentencd paragrah 4 under ***Status of CO*** - This is a confusing sentence and I think it can be taken out.	Removed
Tess Bloom, EPA	Page 12 - *§ 93.111 Criteria and procedures: Latest emissions model.* *(c) Transportation plan and TIP conformity analyses for which the emissions analysis was begun during the grace period or before the Federal Register notice of availability of the latest emission model may continue to use the previous version of the model.* "This is only relevant in the context of MOVES5 being released, which is not explained here. RVMPO could specify that MOVES5 was released in December of 2024, but that this conformity analysis still satisfies the requirement under 93.111(c) as when the analysis began, MOVES4 was still the latest version of the model.	Explained: "MOVES5 was released in December 2024. The RVMPO began this analysis in September, 2024 and with the latest MOVES model version at the time of analysis being MOVES4, chose to proceed with MOVES4-based estimates for PM10 under the following provision of the conformity rule:"

Tess Bloom, EPA	Page 14 1st paragraph under **CO** - I don't think this is important info to include as a conformity determination for CO is not required anymore.	Paragraph removed.
Tess Bloom, EPA	Page 14 - Suggest instead "must be found to conform or re-conform"	Revised
Tess Bloom, EPA	Page 15 - Please note: transportation control measures will remain in the SIP and must still be adhered to beyond the 20-year maintenance period. If a revision to the SIP is required, Oregon DEQ would need to submit the revision to EPA.	This section revised to indicate that the TCMs are no longer required.
Tess Bloom, EPA	Page 16 - Only the state can submit a SIP revision to EPA.	SIP revision to remove TCM approved by EPA on August 11, 2022. Documented in Appendix B
Tess Bloom, EPA	Page 16 - "was found to conform"	Revised

Appendix G

Pre-Analysis Consensus Plan

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

Pre-analysis Consensus Plan for Transportation Conformity For The 2025- 2050 Regional Transportation Plan

October 29, 2024

The Rogue Valley Metropolitan Planning Organization (RVMPO) proposes the following pre-analysis consensus plan and procedures to conduct a transportation conformity analysis for the ***2025- 2050 Regional Transportation Plan*** **(RTP).** The October 2024 Air Quality Transportation Conformity Pre-Analysis Consensus Plan is being submitted to the interagency consultation partners (see partner list below) to solicit consensus as work begins on a full-scale transportation conformity analysis. The consultation meeting took place on September 27, 2024. The plan and procedures may be further revised as the RVMPO proceeds with the analysis. Notification of such changes will be made to the interagency consultation partners.

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Air Quality Conformity Determination Consultation Group 2024-25			
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A demonstration of conformity is necessary because several new regionally significant, non-exempt roadway projects are proposed to be added to the 2025-2050 RTP (see *Table 4: Project List Excerpt – New Projects for 2050 RTP*). These projects are not exempt from conformity under 40 CFR 93.126 and 93.127.

Purpose: The RVMPO is adopting the ***2025-50 RTP and Air Quality Conformity Determination (AQCD) in September 2025.*** A demonstration of conformity to the State Implementation Plan (SIP)for particulate matter over 10 microns (PM_{10}) is required[9].

New projects are identified in Table 4; the draft 2050 RTP project list is attached as Appendix A. The list contains project descriptions and RVMPO finding of conformity status

Rogue Valley MPO Regional Transportation Conformity Assumptions

The USDOT issued a Transportation Conformity Determination on October 28, 2021, for the 2021-2045 RTP, and on September 25, 2023, for the 2024-2027 TIP.

For this conformity analysis scheduled for adoption on September 23, 2025, the RVMPO proposes to utilize the demographic and travel demand model assumptions contained in Version 4 of the 2025 Southern Oregon Activity Based Model (SOABM_v4) maintained by the Oregon Department of Transportation (ODOT) Transportation Planning and Analysis Unit (TPAU). The model will be used to develop monthly, daily and hourly link-level travel model Vehicle Miles Traveled (VMT) (by road type) and speed outputs needed for the transportation air quality conformity modeling.

Model Description

Scenario:	2025 Base Year SOABM_v4
Network:	2025 base year network with new updated External stations
Land-Use:	Use the locally reviewed and approved 2025 land use data (2020 year with Census/PSU numbers to project/calibrate the 2025 SOABM_v4 land use and SOABM modeling conditions).
Scenario:	2031 Interim Year SOABM_v4
Network:	2025-2031 committed RTP and RVTD short-term transit plans
Land-Use:	Interpolation for 2031 between 2025 and 2050 approved land use data.
Scenario:	2040 Interim Year RTP SOABM_v4
Network:	2032-2040 RTP and RVTD transit plans
Land-Use:	Interpolation for 2040 between 2025 and 2050 approved land use data.
Scenario:	2050 Future Year No Build/Committed SOABM_v4
Network:	2050 No Build/Committed network (2025-2030 short-term RTP and RVTD Transit Master Plan (TMP)

[9] EPA approved the Medford-Ashland PM_{10} Maintenance Plan effective on August 18, 2006 (71-FR 35163). The Medford-Ashland PM_{10} area will reach the end of the 20-year PM_{10} maintenance period on August 18, 2026. At the end of the 20-year maintenance period (August 18, 2026), the RVMPO will no longer be required to do conformity analyses for the RTP and TIP.

Land-Use: Locally reviewed and approved 2050 land use (by November/December 2024).

Scenario: 2050 Future Year RTP SOABM_v4
Network: 2025-2030 short-, medium- and long-term RTP network and RVTD TMP
Land-Use: Locally reviewed and approved 2050 land use (by November/December 2024).

a. **Land Use:** Both future year employment and population were allocated to Micro Analysis Zones (MAZs) based on existing local land uses, with consideration to available vacant and buildable land, projects currently in the planning process, redevelopment and infill potential. Population allocations are consistent with all existing comprehensive land use plans and made in consultation with each jurisdiction. As required by the Oregon Department of Land Conservation and Development (DLCD), all urban area growth is based on the latest Portland State University – Population Research Center (PSU-PRC) population forecasts, which are assigned to MAZs within Urban Growth Boundaries (UGBs). Employment forecasts are based on the RVMPO regional 2021-2031 ten-year economic forecasts and allocated to MAZs by jurisdictions.

   The RVMPO allocated a portion of future growth to Urban Reserve Areas (URAs) as identified in the Regional Problem Solving (RPS) Plan. These urban growth allocations were made at the direction of each city, consistent with the city's forecast for full build-out of the UGB area. The RPS Plan has been adopted by each participating city and approved by the state (Land Conservation and Development Commission (LCDC). Distributing population and employment over a wider geographical area (beyond UGBs) can be expected to produce greater vehicle miles traveled (VMT) estimates and thereby yield higher emissions estimates.

b. **Transit:** The financial analysis for the 20**25**-20**50** RTP found that the resources that are reasonably expected to be made available for Rogue Valley Transportation District (RVTD) transit service are sufficient to maintain existing service. Details of the financial forecast are in Chapter 9 of the RTP. As with previous AQCDs the RVMPO will demonstrate conformity using two transit scenarios:

   1) Sufficient funds are identified, and existing transit service is maintained through the plan horizon; and

   2) Sufficient funds are not identified, and so service reductions are required. This process will produce two sets of emissions estimates by which conformity will be demonstrated.

For the first scenario, existing transit service will be incorporated in the RVMPO travel demand model. Non-auto travel will be estimated through a mode choice model, which considers current transit route and headway information. Transit policies and funding are assumed to be unchanged throughout the analysis period.

For the second scenario, the travel model will be run without any transit inputs. Certainly, funds are anticipated to maintain some level of service, however, the planning necessary to determine in sufficient detail what that service would consist of (routes, hours of operation, headways, etc.) hasn't occurred. So absent of the knowledge of what a fiscally constrained transit program will look like, removing transit entirely from the travel model will be the most protective of the airshed.

SOABM_v4 Validation year:	2025
RTP years	2025-2050

Conformity Analysis Years

a. PM_{10} SIP Budget Year	2025
b. Intermediate Years	2031 and 2040
c. Plan Horizon	2050

Maintenance Area	Medford/Ashland Air Quality Maintenance Area (contained within RVMPO area) – Maintenance for PM_{10}
Travel Demand Model	VMT forecasted by SOABM_v4 activity-based travel demand model in all conformity years (2025, 2031, 2040, & 2050).
Modal Split/Mode Choice	Mode-split for transit, bicycle and pedestrian travel determined by SOABM_v4 model for all conformity years.
Local Streets (off network) VMT	Local travel (off-network) determined as 10% of network travel (VMT) per Oregon Department of Environmental Quality (DEQ) PM_{10} SIP and used by Oregon MPOs in estimating regional travel. This will be consistent with previous RVMPO conformity determinations.

State Implementation Plans

Carbon Monoxide (CO)

The EPA approved the first Medford CO maintenance area 10-year maintenance plan on July 24, 2002 (67 FR 48388) with an effective date of September 23, 2002. EPA approved the second 10-year Limited Maintenance Plan on 7/20/2016 (81 FR 47029) with an effective date of September 19, 2016. The Medford CO maintenance area has shown continuous maintenance of the CO NAAQS (see 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. Therefore, as of September 23, 2022, the Rogue Valley Metropolitan Planning Organization and Rogue Valley Council of Governments are no longer 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 and Transportation Improvement Program.

Particulate Matter (PM10) (EPA approved August 18, 2006)

EPA approved the PM_{10} maintenance plan for the Medford-Ashland AQMA effective Aug. 18, 2006. The end of the 20-year maintenance plan is August 18, 2026. The plan establishes an annual transportation emissions budget for PM_{10} (see Table 1).

Table 1: Particulates Budget for Medford AQMA

Year	2025 and after
Budget	3,754 tons/year

Transportation Conformity as it Applies to the RVMPO for PM_{10}

Particulate Matter-PM_{10}: The Medford/Ashland PM_{10} Maintenance SIP, Aug. 18, 2006, applies to the entire RVMPO area. SIP budget for annual emissions only.

Year		Yearly Budget
2025	Budget Yr.	3,754 tons
2031	Intermediate Yr.	3,754 tons
2040	Intermediate Yr.	3,754 tons
2050	Plan Horizon Yr.	3,754 tons

Mobile Source Emission Reduction and Control Strategies

This scenario is unlikely to happen, but if the emissions modeling shows the RVMPO exceeding the PM_{10} emissions budget, then the MPO could take emission-reduction credits derived from numerous projects including many funded through the Congestion Mitigation and Air Quality program that will impact air quality during the planning period. These strategies are discussed briefly below.

- **PM_{10} Strategies:** Projects to reduce road dust by paving surfaces are numerous. The total length of unpaved roads, as estimated through Jackson County maps (GIS) has been declining. Also, the RVMPO is programming and planning project that adds curbs, gutters, sidewalks, and bicycle lanes to arterial and collect streets, encouraging non-motorized travel, reducing track out generating road dust, and making street cleaning more effective (see Transportation Control Measures below). Despite being consistently identified in planning updates, including the current one, these projects are not being credited for their emissions reduction.

MOVES4.0.1 Model Inputs

To comply with 40 CFR 93.111, the RVMPO will use EPA's MOVES4.0.1 emissions model effective from September 12, 2023[10] to generate local PM10 tailpipe, brake, and tire wear emission factors, and EPA's AP-42 methodology to determine road dust emission factors. Table 2, and Table 3 provide a summary of the RTP conformity modeling inputs to be used for the MOVES4.0.1 and road dust modeling, respectively. The interagency consultation group will review and confirm all conformity modeling elements.

[10] This announcement starts a two-year transportation conformity grace period ending September 12, 2025. Source: 88 FR 62567, https://www.federalregister.gov/documents/2023/09/12/2023-19116/official-release-of-the-moves4-motor-vehicle-emissions-model-for-sips-and-transportation-conformity.

Table 2: RVMPO inputs to MOVES4.0.1, PM_{10}

Parameter	Value	Data Source/Notes
Vehicle Emission Model	MOVES4.0.1	Latest version of MOVES model runs in "Emissions Inventory" mode
PM_{10} Fugitive Dust, Paved Roads	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)[11]	Link-level travel activity to be developed from TPUA's SOABM_v4 model outputs combined with area-specific silt loadings from1997 field study, and average vehicle weights provided by RVMPO or MOVES defaults
PM_{10} Fugitive Dust, Unpaved Roads	EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)[1]	To be developed from unpaved road travel activity estimates provided by ODEQ or RVMPO combined with emission factors from SIP/MP
Pollutants Reported	PM_{10}	Budgets from ODEQ/EPA Medford-Ashland SIP/MP
Analysis Years	2025 (base year), 2031 (interim year), 2040 (interim year), 2050 (horizon year)	Per SIP and transportation conformity requirements
Nonattainment Season	Annual, based on SIP conformity budget for PM_{10}	Per SIP/MP
Analysis/Planning Areas	PM_{10}: Medford/Ashland Air Quality Maintenance Area	Countywide data will be spatially apportioned to the smaller planning area based on planning area boundary shapefiles provided by RVMPO
MOVES Input, California LEV Emission Rates	Alternative emission rate data table prepared by EPA/OTAQ to replace selected MOVES default emission rates to reflect Oregon's adoption of California light-duty vehicle emission standards	MOVES LEV program data tables published by EPA/OTAQ[12]
MOVES Input - Fleet VMT by HPMSVType	To be developed from TPAU modeling network vehicle VMT, apportioned by current statewide HPMS travel splits to be provided by ODOT	Link-level travel activity to be developed from TPUA's SOABM_v4 model outputs. The PM_{10} planning area shapefiles provided by RVMPO will be used to extract VMT within the planning area and combined with statewide HPMS splits to be provided by ODOT
MOVES Input - Vehicle Populations by Source Type	Data in 2045 RTP was based on 2019 DMV data from ODEQ for passenger car and light-duty truck counts that will likely need to be updated. Suggest use of MOVES default splits for other Source Type categories	To be developed from the latest 2024 Jackson County registration data. Best approach to satisfy "latest planning assumption" requirements to be confirmed under IAC

[11] https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-fifth-edition-volume-i-chapter-13-miscellaneous-0
[12] https://www.epa.gov/moves/tools-develop-or-convert-moves-inputs#moves inputs

Parameter	Value	Data Source/Notes
MOVES Input - Fleet Age Distributions	Data in 2045 RTP was based on 2019 DMV data from ODEQ – it is expected that updated DMV data will be required for the 2050 RTP. MOVES Age Distribution Projection Tools[2] will be used to forecast baseline age distributions to required future analysis years	To be developed from the latest 2024Jackson County registration data for passenger cars, and light-duty trucks combined with MOVES defaults for other Source Type categories and MOVES Age Distribution Projection Tools. Best approach to satisfy "latest planning assumption" requirements to be confirmed under IAC
MOVES Input - Road Type VMT Distributions	Develop from link-level travel model vehicle VMT outputs from TPAU (SOABM_v4) with road type identified	Link-level travel activity to be developed from TPUA's SOABM_v4 model outputs. To be confirmed under IAC
MOVES Input - Vehicle Speed Distributions	Develop from link-level travel model vehicle VMT and speed outputs from TPAU (SOABM_v4) by time of day	Link-level travel activity to be developed from TPUA's SOABM_v4 model outputs. MOVES speed distributions are VHT, not VMT based
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	Develop from link-level travel model VHT from TPAU (SOABM_v4) by time of day.	Link-level travel activity to be developed from TPUA's SOABM_v4 model outputs. Data availability/best approach confirmed under IAC
MOVES Input - Fuels/Properties	MOVES default fuel supply data for Jackson County as done for 2045 RTP. Develop alternate vehicle fuel and technology distribution (AVFT) based on statewide estimates provided by ODEQ. Biodiesel is 10%	Fuel supply parameters to be developed from MOVES default fuel and AVFT distribution to be provided by ODEQ. 10 % biodieselester. Specifically, BioDieselEsterVolume to 10 where fuel Formulation ID is 25003 is in the fuel formulation table.
MOVES Input - Meteorology	Develop local specific meteorological data from National Oceanic and Atmospheric Administration's (NOAA) website[13]	To be developed from local data from NOAA's website: https://www.ncei.noaa.gov/
MOVES Input - I/M	Not applicable	Although I/M Program in Medford, MOVES assumes no I/M benefits for PM
MOVES Input - Ramp Fractions	Not applicable	Starting with the MOVES3 model version, EPA removed "ramps" as a separate road type. Ramp driving is now incorporated into rural and urban freeway driving.

[13] https://www.ncei.noaa.gov/

Road Dust Emission Calculation Methodology

As evidenced in the 2045 RTP, road dust constitutes a significant component of the total PM_{10} emissions. Local data was utilized whenever available, with defaults employed in the absence of local information. Road dust inputs for unpaved and paved roads are provided by multiple agencies. Key inputs, defaults, and sources are listed in Table 3 for interagency consultation review and approval.

Table 3: Road Dust Emission Inputs and Data Sources

Parameter	Value	Source/Notes
Paved Road Dust Emissions		
PM_{10} Fugitive Dust, Paved Roads Methodology	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)	Latest available methodology
Silt Loading Factors	Silt loadings from 1997 Midwest Research Institute field study as used in the PM10 SIP inventory for six silt-loading-specific locations within the PM_{10} Maintenance Area (Interstate 5, White City High ADT, White City Low ADT, White City Industrial Ave G, Remaining High ADT, Remaining Low ADT) as done in 2045 RTP	To be developed from the 1997 field study data
Average Vehicle Weight	To be provided by RVMPO specific to Interstate 5, White City, and remaining roads, as done in 2045 RTP. MOVES defaults will be used for any unavailable data.	To be developed from local data provided by RVMPO or from MOVES defaults
Link-level travel activity used	Develop link-level VMT from link-level travel model outputs (ADT, and link length) from TPAU (SOABM_v4) for each of the six-silt loading-specific locations.	Link-level travel activity by silt loading locations to be developed from TPUA's SOABM_v4 model outputs
Unpaved Road Dust Emissions		
PM_{10} Fugitive Dust, Unpaved Road Dust Methodology	EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)	Latest available methodology
Unpaved Road Dust Emission Factor	1.15 lb./mile per PM_{10} SIP	To be developed from the PM_{10} SIP
Unpaved Road Mileage	In the 2017 and 2020 AQCDs, the aggregate length of unpaved roads within the planning area was estimated at a constant 85 miles over the entire analysis horizon. It is expected that an updated unpaved road mileage will be required for the 2050 RTP	To be provided by RVMPO, or ODOT
Unpaved Average Daily Traffic	The total average daily traffic for unpaved roads for the entire planning area	To be provided by RVMPO

The remaining pages of the Pre-Analysis Consensus Plan include:

6. Letter from USDOT subject: Air Quality Conformity Determination (AQCD) for the RVMPO 2021-2045 Regional Transportation Plan (RTP) dated October 28, 2021

7. Letter from USDOT subject: Air Quality Conformity Determination (AQCD) for the RVMPO 2024-2027 Metropolitan Transportation Improvement Program (MTIP) dated September 25, 2023

8. USEPA CO LMP Adequacy Finding letter, Federal Register Adequacy Finding, and Appendix A – Table 4: Draft 2025 – 2050 RTP projects.

9. USEPA End of Conformity Requirements Following 20 Years of Maintenance for the Medford Carbon Monoxide (CO) Maintenance Plan, dated 4/27/23

10. Appendix A – Table 4, list of RVMPO 2025-2050 Regional Transportation Plan projects

U.S. DEPARTMENT OF TRANSPORTATION

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Federal Transit Administration
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October 28, 2021

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

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

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

Dear Mr. Welzenbach:

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

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

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

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

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

Sincerely,

PHILLIP A DITZLER Digitally signed by PHILLIP A DITZLER Date: 2021.10.28 16:18:25 -07'00'

Phillip A. Ditzler
Division Administrator
Federal Highway Administration

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2021.10.28 15:04:14 -07'00'

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

cc:

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	Adam Clark, Environmental Protection Specialist
ODEQ	Morgan Schafer, Air Quality Specialist
	Karen Williams, Air Quality Specialist
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	Mike Baker, Region 3 Planning Manager
	Ian Horlacher, Senior Transportation Planner
	Erik Havig, Planning Section Manager
	Alice Bibler, Program & Funding Service Manager
	Jeff Flowers, Statewide Investment Management Section Manager
	Marsha Hoskins, Public Transit Manager
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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 or Ms. Danielle Casey of FTA at danielle.casey@dot.gov.

Sincerely,

KEITH LYNCH
Digitally signed by KEITH LYNCH
Date: 2023.09.25 10:31:14 -07'00'

Keith Lynch
Division Administrator
Federal Highway Administration

NED P CONROY
Digitally signed by NED P CONROY
Date: 2023.09.26 11:29:42 -07'00'

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

REC'D MAR 0 7 2016

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
AIR, WASTE AND TOXICS

MAR 0 1 2016

Mr. Dick Pedersen
Director
Oregon Department of Environmental Quality
811 Southwest Sixth Avenue
Portland, Oregon 97204-1390

Re: Adequacy Finding for the Medford Carbon Monoxide Limited Maintenance Plan

Dear Mr. Pedersen:

The purpose of this letter is to inform you of the U.S. Environmental Protection Agency's determination of the adequacy for transportation conformity purposes of the on-road motor vehicle emissions budgets in the *Medford Carbon Monoxide Limited Maintenance Plan* for the carbon monoxide national ambient air quality standard. This limited maintenance plan (LMP) addresses the second 10-year maintenance period as required by Clean Air Act, section 175A(b). As a result of our adequacy finding, the Rogue Valley Council of Governments, the Oregon Department of Environmental Quality, Oregon Department of Transportation, and the U.S. Department of Transportation are not required to conduct a regional emissions analysis for transportation conformity; however, other transportation conformity requirements still remain such as consultation, transportation control measures, and project level analysis.

The LMP was submitted to the EPA on December 11, 2015, and a supplement was submitted on December 30, 2015. We announced receipt of the LMP on the EPA's Office of Transportation and Air Quality web site on January 21, 2016, and requested public comment on the on-road portion of the LMP by no later than February 22, 2016. Because limited maintenance plans do not contain on-road motor vehicle emissions budgets, the adequacy review period for these maintenance plans serves to allow the public to comment on whether the LMP option is appropriate for these areas. We received no comments during the comment period.

This letter transmits our decision that the on-road motor vehicle emissions budget in this LMP is adequate for transportation conformity decisions. Pursuant to 40 CFR 93.118(e)(4) of the Transportation Conformity Rule (40 CFR part 93, subpart A), the EPA reviewed the submitted LMP. The state of Oregon received no applicable public comments on the LMP during the public comment period or the associated hearing. As a result of our review, we believe it is appropriate to find the LMP adequate for transportation conformity purposes while the EPA continues to review the other aspects of the LMP. We have determined that the LMP's approach to on-road emissions, when considered with all other emissions sources in the Medford area, is consistent with applicable requirements for maintenance of the carbon monoxide national ambient air quality standards through the year 2022. The LMP also meets the other adequacy criteria found in 40 CFR 93.118(e) as detailed in the enclosed "Transportation Conformity Adequacy Review."

A copy of this letter and its enclosure will be posted on the Internet at http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm. The EPA's adequacy finding for purposes of transportation conformity is not dispositive of the EPA's ultimate approval or disapproval of the LMP.

The EPA intends to publish a notice of this adequacy finding in the *Federal Register* and the finding will become effective 15 days after the *Federal Register* publication. If you have any questions, please contact Karl Pepple of my staff at (206) 553-1778 or at pepple.karl@epa.gov.

Sincerely,

Janis Hastings, Acting Director
Office of Air, Waste, and Toxics

Enclosure

cc: Ms. Jasmine Harris
Federal Highway Administration

Mr. Ned Conroy
Federal Transit Administration

Ms. Natalie Liljenwall
Oregon Department of Transportation

Ms. Carole Newvine
Oregon Department of Transportation

Mr. Johnathon David
Rogue Valley Council of Governments

Ms. Michelle Eraut
Federal Highway Administration

Mr. Dave Nordberg
Oregon Department of Environmental Quality

Mr. David Collier
Oregon Department of Environmental Quality

Mr. Dan Moore
Rogue Valley Council of Governments

ODEQ Enclosure to Letter Dated February XX, 2015 from Jan Hastings to Dick Pedersen

Transportation Conformity Adequacy Review

The Medford Carbon Monoxide Limited Maintenance Plan
Submitted December 11 and 30, 2015

Adequacy Determination of Motor Vehicle Emissions Budget 40 CFR 93.118 (e) (4)

(4) EPA will not find a motor vehicle emissions budget in a submitted control strategy implementation plan revision or maintenance plan to be adequate for transportation conformity purposes unless the following minimum criteria are satisfied:

Adequacy Review Criteria	*Is this Criterion Satisfied?*	*Reference in SIP Documents/Comments*
(i) The submitted control strategy implementation plan revision or maintenance plan was endorsed by the Governor (or his or her designee) and was subject to a State public hearing;	Yes	The *Medford Carbon Monoxide Limited Maintenance Plan* (hereafter "Medford Limited Maintenance Plan (LMP)") was filed by the Governor of Oregon's designee, Joni Hammond, Deputy Director of the Oregon Department of Environmental Quality (ODEQ), on December 11, 2015 and a supplement was submitted on December 30, 2015. The Medford LMP was submitted to meet the second 10-year maintenance plan requirement located in Clean Air Act §175A(b). The Medford LMP was the subject of a public hearing held in Medford, OR on September 17, 2015. The details of the hearing can be located in the ODEQ document recommending action by the Environmental Quality Commission, located at http://www.oregon.gov/deq/EQC/Documents/2015/1215ItemI.pdf.
(ii) Before the control strategy implementation plan or maintenance plan was submitted to EPA, consultation among federal, State, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA's stated concerns, if any, were addressed;	Yes	A draft of the Medford LMP and supporting documentation was reviewed by EPA Region 10 and discussed with ODEQ and the Rogue Valley Council of Governments (RVCOG) prior to state adoption by ODEQ on December 9, 2015. In addition, informal consultations between the EPA, ODEQ, and RVCOG were held as the draft plan was being developed. The EPA's concerns were addressed during this consultation process.
(iii) The motor vehicle emissions budget(s) is clearly identified and precisely quantified;	Yes	Section 4 of the Medford LMP demonstrates that the area meets the criteria to use the LMP option*. A motor vehicle emissions budget is not required for areas that chose the LMP option. The LMP option memorandum explains that the "EPA believes if the area begins the maintenance period at or below 85 percent of exceedance levels, the air quality along with the continued applicability of PSD requirements, any control measures already in the SIP, and Federal measures, should provide adequate assurance of maintenance…." The memo further explains that "when EPA approves a limited maintenance plan, EPA is concluding that an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable

		to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result". Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budgets.
(iv) The motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submission);	Yes	For areas that chose to use the LMP option, the maintenance demonstration requirement is considered to be satisfied. There is no requirement to project emissions over the maintenance period or for a motor vehicle emissions budget as discussed above in (4)(iii). Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budgets.
(v) The motor vehicle emissions budget(s) is consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan revision or maintenance plan; and	Yes	Areas that chose to use the LMP option are not required to have an emissions inventory or motor vehicle emissions budget as discussed in (4) (iii) above. However, the "control measures already in the SIP" are one of the criteria considered in the LMP option that should provide adequate assurance of maintenance, as discussed in (4)(iii) above. Section 6 of the Medford LMP lists the control measures relied on to demonstrate attainment and explains that they will continue in the 10-year maintenance period. Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budget, emissions inventory and control measures.
(vi) Revisions to previously submitted control strategy implementation plans or maintenance plans explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see Sec. 93.101 for definition); and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).	Yes	The assumptions, methods and computations used in the Medford LMP are addressed in sections 3, 5, and 6. Section 6 indicates that no control measures were modified from the previous 10-year maintenance plan submitted by ODEQ. Appendix 2 of the Medford LMP provides additional detail on inventory preparations.
93.118 (e) (5) Before determining the adequacy of a submitted motor vehicle emissions budget, EPA will review the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan. EPA will document its consideration of such comments and responses in a letter to the State indicating the adequacy of the submitted motor vehicle emissions budget.	Yes	The State supplied proof of public notices and a public hearing. ODEQ received no comments on this LMP.

*Memorandum: *Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas,* October 6, 1995, Joseph W. Paisie, Group Leader, Integrated Policy and Strategies Group. The EPA has determined that for second 10-year maintenance plans, the limited maintenance plan option is available to any CO or PM_{10} maintenance area that meets the requirements of the respective policies. The EPA has offered this option to a wider number of areas that meet the policy requirements, based on the fact that such areas would have already maintained the standard for 10 years.

Response, Compensation and Liability Act (CERCLA), the United States Environmental Protection Agency (EPA) has entered into a settlement with James R. Forshaw and Wood Protection Products, Inc., concerning the Forshaw Chemicals Superfund Site located in Charlotte, Mecklenburg County, North Carolina. The settlement addresses recovery of CERCLA costs for a cleanup action performed by the EPA at the Site.

DATES: The Agency will consider public comments on the settlement until May 31, 2016. The Agency will consider all comments received and may modify or withdraw its consent to the proposed settlement if comments received disclose facts or considerations which indicate that the proposed settlement is inappropriate, improper, or inadequate.

ADDRESSES: Copies of the settlement are available from the Agency by contacting Ms. Paula V. Painter, Program Analyst, using the contact information provided in this notice. Comments may also be submitted by referencing the Site's name through one of the following methods:

Internet: https://www.epa.gov/nc/public-notice-settlement-concerning-forshaw-chemicals-superfund-site.

- *U.S. Mail:* U.S. Environmental Protection Agency, Superfund Division, Attn: Paula V. Painter, 61 Forsyth Street SW., Atlanta, Georgia 30303.
- *Email: Painter.Paula@epa.gov*

FOR FURTHER INFORMATION CONTACT: Paula V. Painter at 404–562–8887.

Dated: April 5, 2016.

Anita L. Davis,

Chief, Enforcement and Community Engagement Branch, Superfund Division.

[FR Doc. 2016–09998 Filed 4–27–16; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OECA–2012–0703; FRL–9945–61–OEI]

Information Collection Request Submitted to OMB for Review and Approval; Comment Request; NESHAP for Prepared Feeds Manufacturing (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency has submitted an information collection request (ICR), ''NESHAP for Prepared Feeds Manufacturing (40 CFR part 63, subpart DDDDDDD) (Renewal)'' (EPA ICR No. 2354.04, OMB Control No. 2060–0635), to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This is a proposed extension of the ICR, which is currently approved through April 30, 2016. Public comments were previously requested via the **Federal Register** (80 FR 32116) on June 5, 2015 during a 60-day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An Agency may neither conduct nor sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

DATES: Additional comments may be submitted on or before May 31, 2016.

ADDRESSES: Submit your comments, referencing Docket ID Number EPA–HQ–OECA–2012–0703, to: (1) EPA online using *www.regulations.gov* (our preferred method), or by email to *docket.oeca@epa.gov,* or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460; and (2) OMB via email to *oira_submission@omb.eop.gov.* Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Patrick Yellin, Monitoring, Assistance, and Media Programs Division, Office of Compliance, Mail Code 2227A, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone number: (202) 564–2970; fax number: (202) 564–0050; email address: *yellin.patrick@epa.gov.*

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed either online at *www.regulations.gov* or in person at the EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The telephone number for the Docket Center is 202–566–1744. For additional information about EPA's public docket, visit: *http://www.epa.gov/dockets.*

Abstract: Owners and operators of affected facilities are required to comply with reporting and record keeping requirements for the general provisions of 40 CFR part 63, subpart A, as well as for the specific requirements at 40 CFR part 63, subpart DDDDDDD. This includes submitting initial notification reports, performance tests and periodic reports and results, and maintaining records of the occurrence and duration of any startup, shutdown, or malfunction in the operation of an affected facility, or any period during which the monitoring system is inoperative. These reports are used by EPA to determine compliance with the standards.

Form Numbers: None.

Respondents/affected entities: Prepared feeds manufacturing facilities.

Respondent's obligation to respond: Mandatory (40 CFR part 63, subpart DDDDDDD).

Estimated number of respondents: 1,800 (total).

Frequency of response: Initially and annually.

Total estimated burden: 64,100 hours (per year). Burden is defined at 5 CFR 1320.3(b).

Total estimated cost: $6,490,000 (per year), which includes $37,200 in either annualized capital/startup or operation & maintenance costs.

Changes in the Estimates: There is an adjustment increase in the respondent labor hours and cost in this ICR compared to the previous ICR. This is not due to program changes. The increase occurred because this ICR assumes all existing respondents will take some time each year to re-familiarize with the regulatory requirements. Additionally, there is a small decrease of $36 in the estimated O&M cost due to rounding. This ICR rounds all calculated burden and costs to three significant digits. There is no change in the methodology or assumption used to calculate O&M cost.

Courtney Kerwin,

Acting-Director, Collection Strategies Division.

[FR Doc. 2016–09903 Filed 4–27–16; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–R10–OAR–2015–0854: FRL–9945–88–Region 10]

Adequacy Determination for the Medford, Oregon Carbon Monoxide State Implementation Plan for Transportation Conformity Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy determination.

SUMMARY: The Environmental Protection Agency (EPA) is notifying the public of its finding that the Medford, Oregon second 10-year limited maintenance plan (LMP) for carbon monoxide (CO) is adequate for transportation conformity purposes. The LMP was submitted to the EPA by the State of Oregon Department of Environmental Quality (ODEQ or the State) on December 11, 2015, and a supplement was submitted on December 30, 2015. As a result of our adequacy finding, regional emissions analyses will no longer be required as part of the transportation conformity determinations for CO for the Medford area.

DATES: This finding is effective May 13, 2016.

FOR FURTHER INFORMATION CONTACT: The finding will be available at the EPA's conformity Web site: *http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm*. You may also contact Dr. Karl Pepple, U.S. EPA, Region 10 (OAWT–107), 1200 Sixth Ave., Suite 900, Seattle WA 98101; (206) 553–1778; or by email at *pepple.karl@epa.gov*.

SUPPLEMENTARY INFORMATION: This action provides notice of the EPA's adequacy finding regarding the second 10-year CO limited maintenance plan (LMP) for the Medford area for purposes of transportation conformity. The EPA's finding was made pursuant to the adequacy review process for implementation plan submissions delineated at 40 CFR 93.118(f)(1) under which the EPA reviews the adequacy of a state implementation plan (SIP) submission prior to the EPA's final action on the implementation plan.

The State submitted the LMP to the EPA on December 11, 2015, and submitted a supplement to EPA on December 30, 2015. Pursuant to 40 CFR 93.118(f)(1), the EPA notified the public of its receipt of this plan and its review for an adequacy determination on the EPA's Web site and requested public comment by no later than February 22, 2016. The EPA received no comments on the plan during the comment period. As part of our analysis, we also reviewed the State's compilation of public comments and response to comments that were submitted during the State's public process for the LMP. There were no applicable adverse comments directed at the on-road portion of the LMP.

Based on our review, the EPA believes it is appropriate to find this LMP adequate for use in transportation conformity determinations prior to final action on the LMP. The EPA notified ODEQ in a letter dated March 1, 2016 (adequacy letter), subsequent to the close of the EPA comment period, that the EPA had found the LMP to be adequate for use in transportation conformity determinations. A copy of the adequacy letter and its enclosure are available in the docket for this action and at the EPA's conformity Web site: *http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm*.

Pursuant to 40 CFR 93.109(e), limited maintenance plans are not required to contain on-road motor vehicle emissions budgets. Accordingly, as a result of this adequacy finding, regional emissions analyses will no longer be required as a part of the transportation conformity determinations for CO for the Medford area. However, other conformity requirements still remain such as consultation (40 CFR 93.112), transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

Transportation conformity is required by section 176(c) of the Clean Air Act. Transportation conformity to a SIP means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The minimum criteria by which we determine whether a SIP is adequate for conformity purposes are specified at 40 CFR 93.118(e)(4). The EPA's analysis of how the LMP satisfies these criteria is found in the adequacy letter and its enclosure.

Authority: 42 U.S.C. 7401–767Iq.

Dated: April 19, 2016.

Dennis J. McLerran,

Regional Administrator, Region 10.

[FR Doc. 2016–09968 Filed 4–27–16; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OECA–2012–0677; FRL–9945–26–OEI]

Information Collection Request Submitted to OMB for Review and Approval; Comment Request; NSPS for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction or Modification Commenced After June 11, 1973 and Prior to May 19, 1978 (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency has submitted an information collection request (ICR), ''NSPS for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction or Modification Commenced After June 11, 1973 and Prior to May 19, 1978 (40 CFR part 60, subpart K) (Renewal)'' (EPA ICR No. 1797.07, OMB Control No. 2060–0442), to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This is a proposed extension of the ICR, which is currently approved through April 30 2016. Public comments were requested previously via the **Federal Register** (80 FR 32116) on June 5, 2015 during a 60-day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An Agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

DATES: Additional comments may be submitted on or before May 31, 2016.

ADDRESSES: Submit your comments, referencing Docket ID Number EPA–HQ–OECA–2012–0677, to: (1) EPA online using *www.regulations.gov* (our preferred method), or by email to *docket.oeca@epa.gov,* or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460; and (2) OMB via email to *oira_submission@omb.eop.gov*. Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Patrick Yellin, Monitoring, Assistance, and Media Programs Division, Office of Compliance, Mail Code 2227A, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone number: (202) 564–2970; fax number: (202) 564–0050; email address: *yellin.patrick@epa.gov*.

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at *www.regulations.gov*

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101

AIR & RADIATION DIVISION

Ms. Ann Marie Alfrey
Executive Director
Rogue Valley Council of Governments
155 N. 1st Street
P.O. Box 3275
Central Point, OR 97502

Re: End of Transportation Conformity Requirements Following 20 years of Maintenance for the Medford Carbon Monoxide (CO) Maintenance Area

Dear Ms. Alfrey:

Our records indicate that the Medford carbon monoxide area has reached the end of the 20 year maintenance period for the carbon monoxide National Ambient Air Quality Standard (NAAQS). Congratulations on reaching this milestone which is the culmination of efforts to reduce and maintain CO in the Medford area to healthy levels.

The purpose of this letter is to provide information regarding transportation conformity requirements for a maintenance area that has achieved 20 years of maintenance. We are providing this information given that the Medford CO maintenance area has maintained the CO standard for 20 years.

The Clean Air Act requires that with redesignation to attainment, a maintenance plan must be submitted to the EPA that demonstrates maintenance for 10 years, after redesignation, for the NAAQS that the area was originally designated as nonattainment. See CAA section 175A(a). In addition, after eight years into the first 10-year maintenance period, a second 10-year maintenance plan is to be submitted to the EPA that demonstrates continued maintenance for a second 10-year period. See CAA section 175A(b).

Once the total of 20-years of maintenance has been achieved, the requirements for a transportation conformity determination, as provided in CAA section 176(c) and 40 CFR part 93, no longer apply to the maintenance area. This provision is articulated in 40 CFR 93.102(b)(4):

> "The provisions of this subpart apply to maintenance areas through the last year of a maintenance area's approved CAA section 175A(b) maintenance plan, unless the applicable implementation plan specifies that the provisions of this subpart shall apply for more than 20 years."

Additional information, regarding the end of 20 years of maintenance, is also presented in our Office of Transportation and Air Quality's guidance document entitled "Transportation Conformity Guidance for Areas Reaching the End of the Maintenance Period; EPA-420-B-14-093, October 2014" available at http://nepis.epa.gov/Exe/ZyPDF.cgi/P100KPP0.PDF?Dockey=P100KPP0.PDF.

With regard to the Medford CO maintenance area, the EPA approved the first 10-year maintenance plan on July 24, 2002 (67 FR 48388) with an effective date of September 23, 2002. We approved the second 10-year

Limited Maintenance Plan on 7/20/2016 (81 FR 47029) with an effective date of September 19, 2016. The Medford CO maintenance area has shown continuous maintenance of the CO NAAQS (see 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. Therefore, as of September 23, 2022, the Rogue Valley Metropolitan Planning Organization and Rogue Valley Council of Governments are no longer 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 and Transportation Improvement Program.

We note that as other Oregon maintenance areas approach 20 years of maintenance, the EPA will provide additional guidance for those areas.

Finally, we note that the other provisions of the second 10-year maintenance plan continue to remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the State Implementation Plan consistent with the anti-backsliding requirements of CAA section 110(l) and CAA section 193, if applicable. Furthermore, the maintenance requirement in CAA section 110(a)(1) remains in place for all areas, including attainment areas.

If there are any questions regarding transportation conformity or the Medford CO maintenance plan, please have your staff contact Claudia Vaupel, of my staff, at (206) 553-6121 or at vaupel.claudia@epa.gov.

Sincerely,

Digitally signed by DAVIS ZHEN
Date: 2023.04.27 12:20:53 -07'00'

for

Krishna Viswanathan
Director

cc: Jasmine Harris, FHWA
Emily Cline, FHWA
Ned Conroy, FTA
Natalie Liljenwall, OR DOT
Mr. Karl Welzenbach, RVCOG
Mr. Ryan MacLaren, RVMPO
Mr. Michael Orman, OR DEQ
Karen Williams, OR DEQ

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
				Ashland						
Short Range 2025-2030	OLD	ASH-002	Chip Seal	project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits. (approx. 5.3 miles)	Short	$ 561,648		TRUE	Exempt-93.126 Table 2 - Pavement resurfacing and/or rehabilitation	PM10
	NEW	**ASH-116**	Clay St: Faith Ave to Siskyou 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)	Short	$ 7,190,217		TRUE	Exempt - Table 2 - Bicycle & pedestrian facilities.	PM10
						Short Range (2025-2030) Total	**$ 7,751,865**	**$ 7,751,865**			
Medium Range 2031-2040	-	-	NO MID-RANGE PROJECTS	NO MID-RANGE PROJECTS	-	-	-		-	-
						Medium Range (2031-2040) Total	**$ -**	**$ -**			
Long Range 2041-2050	OLD	ASH-003	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments (950-ft, 0.18 Miles)	Long	$ 1,184,195		TRUE	Exempt-93.127 - Table 3: Intersection Channelization	PM10
	OLD	ASH-004	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes (2,250-ft, 0.43 Miles)	Long	$ 5,916,032		TRUE	Non-Exempt	PM10
	OLD	ASH-005	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave. (2,000-ft, 0.38 Miles)	Long	$ 4,601,359		TRUE	Non-Exempt	PM10
						Long Range (2036-2045) Total	**$ 11,701,586**	**$ 11,701,586**			
						Total Cost	**$ 19,453,451**			

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
	Central Point								
Short Range 2025-2030	OLD	CP-001	Beebe at Hamrick Road Signal	Install new four way signal at Beebe and Hamrick Roads	Short	$ 350,000		Exempt 93.127 Table 3 - Signalization at individual intersections	PM10
	OLD	CP-003	W. Pine Street 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 (2,200 ft, 0.42 miles)	Short	$ 4,549,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
					Short Range (2025-2030) Total	**$ 4,899,000**	**$ 4,899,000**		
Medium Range 2031-2040	OLD	CP-004	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	Medium	$ 259,043		Exempt 93.126 Table 2 - Projects that correct, imprve, or eliminate a hazardous location or feature.	PM10
	OLD	CP-005	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidwalks (urban upgrade - no new travel lanes) (700 ft)	Medium	$ 865,078		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
					Medium Range (2031-2040) Total	**$ 1,124,121**	**$ 1,124,121**		
Long Range 2041-2050	OLD	CP-006	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	Long	$ 1,751,803		Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	CP-007	Hanley – Brandon to Beall Lane	Widen to add center turn lane, bike lanes , sidewalks (no new travel lanes) (2,150 ft)	Long	$ 3,286,685		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
					Long Range (2041-2050) Total	**$ 5,038,488**	**$ 5,038,488**		
						Total Cost	**$ 11,061,609**		

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Conformity Status	Within PM10/CO Maintenance Areas
	Eagle Point								
Short Range 2025-2030	OLD	EP-001	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	$ 450,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-002	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	$ 325,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
				Short Range (2025-2030) Total		**$ 775,000**	**$ 775,000**		
Medium Range 2031-2040	OLD	EP-004	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	$ 150,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-006	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	$ 475,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-007	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	$ 525,000		Non-exempt	PM10
	OLD	EP-008	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	$ 550,000		Non-exempt	PM10
				Medium Range (2031-2040) Total		**$ 1,700,000**	**$ 1,700,000**		

Long Range 2041-2050	OLD	EP-009	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	$ 575,000		Non-exempt	PM10
	OLD	EP-010	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	$ 650,000		Non-exempt	PM10
	OLD	EP-011	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	$ 1,500,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-012	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	$ 750,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-013	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	$ 1,000,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-014	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	$ 375,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-015	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	$ 550,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-016	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	$ 750,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-017	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	$ 550,000		Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-018	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	$ 2,500,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-019	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	$ 650,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-020	Cottonwood at Hwy 62	Realign Intersection	long	$ 50,000		Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-021	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	$ 200,000		Exempt 93.126 Table 2 - Projeccts that correct, improve, or eliminate a hazardous feature.	PM10
	OLD	EP-022	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	$ 325,000		Non-exempt	PM10
	OLD	EP-023	Hwy 62 @ Rolling Hills Dr	Signalization	long	$ 500,000		Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
				Long Range (2041-2050) Total		**$ 10,925,000**	**$ 10,925,000**		
						Total Cost	**$ 13,400,000**		

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
				Phoenix						
Short Range 2025-2030	OLD	PHX-005	Colver Rd., 4th St. to 130 feet south of Samuel Lane	Widen and overlay with the addition of curbs, gutters, sidewalks and stormwater (no new travel lanes) - length: .723 miles	Short	$ 1,600,000		TRUE	Exempt - Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	**PHX-118**	OR99/South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks - length: .453 miles	Short	$ 1,200,000		TRUE	Exempt - Table 3 - Intersection channelization projects.	PM10
				Short Range (2025-2030) Total		**$ 2,800,000**	**$ 2,800,000**			
Medium Range 2031-2040	OLD	PHX-002	Rose St, Oak to 1st	Install sideawalks - length: .218 miles	Medium	$346,500		TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-003	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	$445,000		TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-004	Oak St. Rose to Main	Install sideawalks - length: .216 miles	Medium	$363,000		TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-006	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	$ 250,000		TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	**PHX-120**	UGB west of railroad between S. Stage Road and Houston Rd	New collector street and railroad crossing to serve industrial/employment lands - length: 1.13 miles	Medium	$ 9,500,000		NOT-MAPPABLE	Non-Exempt	PM10
				Medium Range (2031-2040) Total		**$10,904,500**	**$10,904,500**			
Long Range 2041-2050	OLD	PHX-007	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	$ 770,000		TRUE	Exempt-93.126 Table 2 - Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian facilities	PM10
				Long Range (2041-2050) Total		**$ 770,000**	**$ 770,000**			
						Total Cost	**$ 14,474,500**			

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	MAPPED	In TIP / STIP	Obligated	Completed	Conformity Status	Within PM10/CO Maintenance Areas
				Talent									
Short Range 2025-2030	-	-	NO SHORT RANGE PROJECTS	NO SHORT RANGE PROJECTS									
						Short Range (2025-2030) Total	$ -	$ -					
Medium Range 2031-2040	OLD	TA-002	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicyle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	$ 3,430,000		TRUE				Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	TA-003	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 feet	medium	$ 730,000		TRUE				Non-Exempt	PM10
	OLD	TA-004	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing), approximately 995 feet	medium	$ 880,000		TRUE				Exempt-Table 2 - bicycle and pedestrian facilities	PM10
						Medium Range (2031-2040) Total	**$ 5,040,000**	**$ 5,040,000**					
Long Range 2041-2050	OLD	TA-005	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	long	$ 5,200,000		TRUE				Non-Exempt	PM10
	OLD	TA-006	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top) - no new travel lanes, approximately 400 feet	long	$ 800,000		TRUE				Exempt - Table 2 - Safety, widen narrow pavements (no additional travel lanes)	PM10
	OLD	TA-007	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1, approximately 4,415 feet	long	$ 2,730,000		TRUE				Non-Exempt	PM10
						Long Range (2041-2050) Total	**$ 8,730,000**	**$ 8,730,000**					
						Total Cost	**$ 13,770,000**						

	PROJECT NUMBER	PROJECT STATUS	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
				Medford						
Short Range 2025-2030	OLD	MED-001	South Stage Road, South Pacific Highway to North Phoenix Road	Complete the environmental process and purchase right-of-way for a new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	$ 3,000,000		TRUE	Non-exempt	PM10/CO
	OLD	MED-170	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations ($250,000 annually)	Short	$ 1,250,000		NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-172	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations ($100,000 annually)	Short	$ 500,000		NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-174	Signal System Upgrades	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	Short	$ 1,000,000		NOT-MAPPABLE	Exempt - ITS systems for congestion reduction	PM10/CO
	OLD	MED-009	Biddle Road & Stevens Street	Replace/upgrade traffic signal	Short	$ 400,000		TRUE	Exempt - 93.127, table 3 - Intersection signalization projects at individual intersections.	PM10/CO
	OLD	MED-011	Foothill Road & Delta Waters Road	Install turn lanes and traffic signal or roundabout when warranted (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	$ 2,200,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-012	Foothill Road & Lone Pine Road	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	$ 400,000		TRUE	Exempt 93.126 Table 2 - Safety - eliminate hazardous feature	PM10/CO
	OLD	MED-013	Crater Lake Avenue & Brookhurst Street	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	Short	$ 400,000		TRUE	Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
	OLD	MED-037	South Stage Road, North Phoenix Road to 1,000 feet West	New minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	$ 2,000,000		TRUE	Non-exempt	PM10/CO
	OLD	MED-014	Delta Waters Road, Nome Court to Foothill Road	Complete street improvements to Major Collector standard where one or both sides are not already completed	Short	$ 2,100,000		TRUE	Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-015	Table Rock Road, Merriman Road to Interstate 5	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Short	$ 3,575,000		TRUE	Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-020	Highland Drive & Barnett Road	Intersection improvements such as second northbound right-turn lane (protected)	Short	$ 1,500,000		TRUE	Exempt - Table 3 - Intersection channelization	PM10/CO
	NEW	**MED-090**	Stevens Street, Crater Lake Avenue to Wabash Avenue	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Short	$ 3,000,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	**MED-092**	Highland Drive & East Main Street	Install traffic signal or roundabout when warranted	Short	$ 2,200,000		TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
	NEW	**MED-094**	Springbrook Road & Spring Street	Install traffic signal or roundabout when warranted	Short	$ 2,200,000		TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
	NEW	**MED-096**	Jackson St and Columbus Avenue	Install traffic signal or roundabout when warranted	Short	$ 2,200,000		TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
				Short Range (2025-2030) Total		***$ 27,925,000***	**$ 27,925,000**			

Medium Range 2031-2040	OLD	MED-016	McAndrews Road, Ross Lane to Jackson Street	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Medium	$ 2,045,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-017	South Stage Road, City Limits to Orchard Home Drive	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	Medium	$ 4,345,000		TRUE	Non-exempt	PM10/CO
	OLD	MED-018	12th Street & Riverside Avenue	Replace/upgrade traffic signal and increase vertical clearance	Medium	$ 400,000		TRUE	Exempt 93.127 Table 3 - Intersection signalization projects at individual intersections	PM10/CO
	OLD	MED-019	Coker Butte Road, Crater Lake Avenue to Springbrook Road	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	Medium	$ 3,400,000		TRUE	Non-exempt	PM10/CO
	OLD	MED-168	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations ($250,000 annually)	Medium	$ 2,500,000		NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-166	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations ($100,000 annually)	Medium	$ 1,000,000		NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-024	Columbus Avenue, West McAndrews Road to Sage Road	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	Medium	$ 4,345,000		TRUE	Non-exempt	PM10/CO
	OLD	MED-026	Stewart Avenue, Lozier Lane to Dixie Lane	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	Medium	$ 2,645,000		TRUE	Non-exempt	PM10/CO
	NEW	**MED-98**	Spring Street, Crater Lake Avenue to Sunrise Avenue	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Medium	$ 4,510,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	**MED-100**	Main Street & Lindley Street	Replace/upgrade Traffic Signal	Medium	$ 400,000		TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
				Medium Range (2031-2040) Total		***$ 25,590,000***	**$ 25,590,000**			

Long Range 2041-2050	OLD	MED-025	Kings Highway, South Stage Road to Stewart Avenue	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Long	$ 8,495,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-027	South Pacific Highway & Stewart Avenue	Intersection improvements such as second southbound left and second eastbound left-turn lanes	Long	$ 3,000,000		TRUE	Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
	OLD	MED-028	Creek View Drive & North Phoenix Road	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (part of the N. Phoenix / Foothill and S Stage Corridor) (Also,	Long	$ 400,000		TRUE	Exempt 93.127 Table 3 - Intersection signalization at individual intersections	PM10/CO
	OLD	MED-029	Crater Lake Avenue & East Vilas Road	Install traffic signal at re-aligned Crater Lake Ave	Long	$ 400,000		TRUE	Exempt 93.127 Table 3 - Intersection signalization at individual intersections, intersection channelization	PM10/CO
	OLD	MED-030	Crater Lake Highway & East Vilas Road	Monitor needs after construction of Crater Lake Highway Bypass	Long	$ 5,000		TRUE	N/A	PM10/CO
	OLD	MED-164	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations ($250,000 annually) - TSP Plan year ends in 2038	Long	$ 1,250,000		NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-162	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations ($100,000 annually) - TSP Plan year ends in 2038	Long	$ 500,000		NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-160	South Stage Road, South Pacific Highway to North Phoenix Road	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	Long	$ 200,000,000		TRUE	Non-exempt	PM10/CO
	NEW	**MED-102**	Spring Street, Sunrise Avenue to Pierce Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	$ 4,210,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	**MED-104**	12th Street, Central Avenue to Cottage Street	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	$ 695,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	**MED-106**	Bullock Road, Crater Lake Highway to Lawnsdale Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	$ 4,065,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	**MED-108**	South Peach Street, Garfield Street to Archer Drive	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	$ 2,875,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	**MED-110**	North Phoenix Road & Barnett Road	Intersection Improvements such as second SBTH lane, WBTH lane, and phasing all lefts as protected/permitted (part of N Phoenix/Foothill and S Stage Corridor)	Long	$ 880,000		TRUE	Exempt - Table 3 - Intersection Channelization Projects	PM10/CO
	NEW	**MED-112**	Hillcrest Road & Pierce Road	Install traffic signal or roundabout when warranted	Long	$ 2,200,000		TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
	NEW	**MED-114**	Valley View Drive & Hillcrest Road	Install traffic signal or roundabout when warranted	Long	$ 2,200,000		TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
					Long Range (2041-2050) Total	**$ 231,175,000**	**$ 231,175,000**			
						Total Cost	**$ 284,690,000**			

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
	Jackson County									
Short Range 25-2030	OLD	JCRV-002	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	$ 500,000		TRUE	Exempt 93.126 - Bicycle and pedestrian facilities	PM10
	OLD	JCRV-003	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.1 miles	short	$ 5,000,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-004	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.7 miles	short	$ 6,000,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-008	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards with turn lanes (no new travel lanes) - 1.25 miles	short	$ 6,000,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
					Short Range (2025-2030) Total	**$ 17,500,000**	**$ 17,500,000**			
Medium Range 2031-2040	OLD	JCRV-010	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	$ 2,000,000		TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-011	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	medium	$ 1,000,000		TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-012	Old Stage Rd., Winterbrook to MPO Boundary	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 3.3 miles	medium	$ 9,000,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-013	Eagle Mill Dr, S Valley View to Oak	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.75 miles	medium	$ 4,000,000		TRUE	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-014	Table Rock Rd/Vilas Rd Intersection	Intersection widening adding turn lanes	medium	$ 3,000,000		TRUE	Exempt 93.127, table 3 - Intersection Channelization	PM10
	OLD	JCRV-015	Crater Lake Highway, Medford CL to Fowler	Install enhanced bicycle facility - 1.0 miles	medium	$ 500,000		TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-026	Stewart Ave, Oak Grove to Hull	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.15 miles	Medium	$ 500,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-027	Hull Rd, Stewart to S. Stage	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.75 miles	Medium	$ 2,000,000		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	NEW	**JCRV-122**	Antelope Road, OR 62 to Division	Install enhanced pedestrian and bicycle facilities	Medium	$ 650,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10
					Medium Range (2031-2040) Total	**$ 22,650,000**	**$ 22,650,000**			

Long Range 2041-2050	OLD	JCRV-016	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	$ 1,500,000		Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-017	W Main St, Renault to Hanley	Improve (widen) to rural major collector standards with turn lanes and enhanced bike lanes (no new travel lanes) - 1.7 miles	long	$ 3,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-018	Upton Rd, Penninger to Gibbon	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.6 miles	long	$ 4,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-019	S. Valley View Rd, I-5 to W. Valley View	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.5 miles	long	$ 1,500,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-020	Table Rock Rd/Biddle Rd Intersection	Intersection widening (capacity)- adding east bound left turn laned	long	$ 2,000,000		Exempt - 93.127 Table 3 - channelization project	PM10
	OLD	JCRV-021	Atlantic Ave., Cole Dr to E Dutton	New 3-lane major collector	long	$ 2,000,000		Non-exempt	PM10
	OLD	JCRV-022	Griffin Cr Rd, S Stage Rd to Pioneer Rd	Improve (widen) to rural major collector standards with turn lanes and sidepath (no new travel lanes) - 1.0 miles	long	$ 3,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-023	Suncrest Rd, Bear Cr Greenway E to Bear Cr Greenway W	Install enhanced bike and ped facilities (does not include bridge widening)	long	$ 500,000		Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-024	Bigham Brown Rd, Antelope to Alta Vista	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.9 miles	long	$ 5,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-025	Antelope Rd/Atlantic Intersection	New Traffic Signal	long	$ 500,000		Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
	OLD	JCRV-028	Taylor Rd, Old Stage to Grant	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.0 miles	long	$ 3,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-029	Nick Young Rd, Agate to Eagle Point CL	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 2.0 miles	long	$ 6,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-030	Old Stage Rd, Jacksonville CL to Ross	ulders to conform with Old Stage Road Corricor Plan	long	$ 3,000,000		Exempt 93.126 Table 2 - Shoulder improvements	PM10
				Long Range (2041-2050) Total		**$ 35,000,000**	**$ 35,000,000**		
						Total Cost	**$ 75,150,000**		

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
	ODOT								
Short Range 2025-2030	OLD	ODRV-006	I-5: Ashland to Gold Hill	Repair or replace culverts, address scour and road embankment problems near culverts	Short	$ 4,884,153		Exempt 93.126 Table 2 - pavement resurfacing/ rehabilitation	PM10/CO
	OLD	ODRV-011	OR99: Creel to Bear Creek Greenway Connector (Talent)	Connecting Hwy 99 to the shared multi-use path.	Short	$ 625,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	ODRV-015	I-4 Southern Oregon Wrong Way Driver Mitigation	Help improve signage onto I-5 from local roadways to help mitigate and stop wrong way entry onto I-5.	Short	$ 2,497,000		Exempt 93.126 Table 2 - Traffic control devices and opeating assistance other than signalization projects	N/A
	OLD	ODRV-016	OR99 at Laruel Street (Ashland)	Intersection improvemetents at OR 99 and Laurel Ave in Ashland.	Short	$ 1,444,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	N/A
	OLD	ODRV-024	OR140 (Leigh Way) at OR62 Right Turn Lane	Add dedicated right turn lane from Leigh Way (OR140) to westbound OR62 to improve traffic flow.	Short	$ 2,020,000		N/A	PM10
	NEW		OR99: Transit Signal Upgrades	Upgrade signals on OR99 from the south end of Ashland to exit 35, north of Central Point to provide vehicle to infrastructure communication and improve transit efficiency and reliability.	Short	$ 437,000		Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW		OR99: Glenwood - Matt Loop	Widen road, add sidewalks, bike lanes. Update ADA and add pedestrian crossings and transit locations to improve safety to the traveling public.	Short	$ 27,108,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10/CO
	NEW		- I 5: Rock Slope Stabilization	Stabilize rocks so they will not fall on the roadway	Short	$ 1,777,821		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW		OR99: Sage to Willig Way	Sidewalk Infill PE Only	Short	$ 250,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW		OR66/OR273: Barrier Upgrades	Replace barrier on Green Springs and Siskiyou Highways and connect barriers at bridge ends to improve safety on the roadway for the travelling public.	Short	$ 6,706,295		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW		Pine Street Signal Improvements (Central Point)	Intersection updates that may include signal upgrades, install a right turn signal and pedestrian crossing on the northbound right turn lane at Pine,10th and Freeman Street.	Short	$ 1,038,523		Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW		- NB Highland Dr Barnett Rd Dual Right Turn Lane	Complete design for a future project to construct a dual right turn lane.	Short	$ 4,539,729		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10/CO
				Short Range (2025-2030) Total		**$ 53,327,521**	**$ 53,327,521**		

Medium Range 2031-2040	NEW		OR-99: Matt Loop Street to Garfield	Add sidewalks and bike lanes; Upgrade Storm Drain; PE Only	Medium	$ 1,000,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW		OR-99: Sage to Willig	R/W & Construction Sidewalk Infill	Medium	$ 2,000,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW		OR 66: Railroad Bridge Dead Indian Memorial Rd	Design shelf ready plans to grind out existing surface and inlay new asphalt.	Medium	$ 2,009,729		Exempt - Table 2 - Pavement resurfacing and/or rehabilitation.	PM10
	NEW		OR 99 @ Water Street Signal	Install a new traffic signal at the intersection of N. Main St. (OR99) & Water St. to enhance pedestrian safety and reduce the frequency and probability of pedestrian crashes at this intersection by providing protected crossing opportunities for bike and pedestrian traffic.	Medium	$ 2,000,000		Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	Medium Range (2031-2040) Total					**$ 7,009,729**	**$ 7,009,729**		
Long Range 2041-2050	-	-	No Long Range Projects	No Long Range Projects		$ -			
	Long Range (2041-2050) Total					**$ -**	**$ -**		
						Total Cost	**$ 60,337,250**		

	RVTD					
	PROJECT STATUS	PROJECT NUMBER	DESCRIPTION	TIMING	Total	Federal
Short Range 2025-2030	OLD	RVTD-004	Urban Operating Assistance, FFY2024	short	$ 5,895,362	$ 2,947,681
	OLD	RVTD-008	Preventive Maintenance (MPO STBG Transfer, FFY2024)	short	$ 771,890	$ 700,000
	OLD	RVTD-011	RVTD Rideshare and TDM (FFY 24-26)	short	$ 231,872	$ 210,277
	OLD	RVTD-013	RVTD-5310 Enhanced Mobility Small Urban (2023-25)	short	$ 700,397	$ 583,664
	OLD	RVTD-014	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2024)	short	$ 2,500,000	$ 2,000,000
	OLD	RVTD-015	ODOT Mass Transit Capital Replacement (2021-2023)	short	$ 1,440,000	$ 1,200,000
	OLD	RVTD-019	TDM Rideshare (2024)	short	$ 144,000	$ 129,211
	OLD	RVTD-020	TDM Rideshare (2025)	short	$ 144,000	$ 129,211
				Short Range (2025-2030) Total	**$ 11,827,521**	**$ 7,900,044**
Medium Range 2031-2040	NEW	RVTD-021	Urban Operating Assistance, FFY2025	medium	$ 9,500,000	$ 4,750,000
	NEW	RVTD-022	Urban Operating Assistance, FFY2026	medium	$ 10,000,000	$ 5,000,000
	NEW	RVTD-023	Urban Operating Assistance, FFY2027	medium	$ 10,200,000	$ 5,100,000
	NEW	RVTD-024	Urban Operating Assistance, FFY2028	medium	$ 10,500,000	$ 5,250,000
	NEW	RVTD-025	Urban Operating Assistance, FFY2029	medium	$ 11,000,000	$ 5,500,000
	NEW	RVTD-026	Urban Operating Assistance, FFY2030	medium	$ 11,500,000	$ 5,750,000
	NEW	RVTD-027	Urban Operating Assistance, FFY2031	medium	$ 12,000,000	$ 6,000,000
	NEW	RVTD-028	Urban Operating Assistance, FFY2032	medium	$ 12,500,000	$ 6,250,000
	NEW	RVTD-029	Urban Operating Assistance, FFY2033	medium	$ 13,000,000	$ 6,500,000
	NEW	RVTD-030	Urban Operating Assistance, FFY2034	medium	$ 13,500,000	$ 6,750,000
	OLD	RVTD-031	Preventive Maintenance (MPO STBG Transfer, FFY2025)	medium	$ 624,393	$ 566,240
	OLD	RVTD-032	Preventive Maintenance (MPO STBG Transfer, FFY2026)	medium	$ 624,393	$ 566,240
	NEW	RVTD-033	Preventive Maintenance (MPO STBG Transfer, FFY2027)	medium	$ 624,393	$ 566,240
	NEW	RVTD-034	Preventive Maintenance (MPO STBG Transfer, FFY2028)	medium	$ 624,393	$ 566,240
	NEW	RVTD-035	Preventive Maintenance (MPO STBG Transfer, FFY2029)	medium	$ 624,393	$ 566,240
	NEW	RVTD-036	Preventive Maintenance (MPO STBG Transfer, FFY2030)	medium	$ 624,393	$ 566,240
	NEW	RVTD-037	Preventive Maintenance (MPO STBG Transfer, FFY2031)	medium	$ 624,393	$ 566,240
	NEW	RVTD-038	Preventive Maintenance (MPO STBG Transfer, FFY2032)	medium	$ 624,393	$ 566,240
	NEW	RVTD-039	Preventive Maintenance (MPO STBG Transfer, FFY2033)	medium	$ 624,393	$ 566,240
	NEW	RVTD-040	Preventive Maintenance (MPO STBG Transfer, FFY2034)	medium	$ 624,393	$ 566,240
	NEW	RVTD-041	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2027)	medium	$ 7,500,000	$ 6,000,000
	NEW	RVTD-042	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2030)	medium	$ 7,500,000	$ 6,000,000
	NEW	RVTD-043	RVTD - 5339 Bus & Facilities Program (Bus Expansion, FFY 2033)	medium	$ 7,500,000	$ 6,000,000
	OLD	RVTD-044	RVTD Rideshare and TDM (FFY 24-26)	medium	$ 303,243	$ 275,000
	OLD	RVTD-045	RVTD Rideshare and TDM (FFY 27-29)	medium	$ 303,243	$ 275,000
	OLD	RVTD-046	RVTD Rideshare and TDM (FFY 30-32)	medium	$ 303,243	$ 275,000
	OLD	RVTD-047	RVTD Rideshare and TDM (FFY 32-34)	medium	$ 303,243	$ 275,000
	OLD	RVTD-048	RVTD Rideshare and TDM (FFY 35-36)	medium	$ 303,243	$ 275,000
	OLD	RVTD-049	RVTD-5310 Enhanced Mobility Small Urban (2026-27)	medium	$ 840,000	$ 700,000
	OLD	RVTD-050	RVTD-5310 Enhanced Mobility Small Urban (2028-29)	medium	$ 840,000	$ 700,000
	OLD	RVTD-051	RVTD-5310 Enhanced Mobility Small Urban (2030-32)	medium	$ 840,000	$ 700,000
	OLD	RVTD-052	RVTD-5310 Enhanced Mobility Small Urban (2033-35)	medium	$ 840,000	$ 700,000
	NEW	RVTD-053	ODOT Mass Transit Capital Replacement (2025-2027)	medium	$ 2,400,000	$ 2,000,000
	NEW	RVTD-054	ODOT Mass Transit Capital Replacement (2030-2031)	medium	$ 2,400,000	$ 2,000,000
	NEW	RVTD-055	ODOT Mass Transit Capital Replacement (2032-2034)	medium	$ 2,400,000	$ 2,000,000
				Medium Range (2031-2040) Total	**$ 154,520,141**	**$ 90,687,400**
Long Range 2041-2050	NEW	RVTD-067	Urban Operating Assistance, FFY2035-2045	Long	$ 120,000,000	$ 60,000,000
	NEW	RVTD-068	Preventive Maintenance (MPO STBG Transfer, FFY2035-2045	Long	$ 6,243,928	$ 5,662,400
	NEW	RVTD-069	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY2035-2045	Long	$ 22,500,000	$ 18,000,000
	NEW	RVTD-070	RVTD Rideshare and TDM (FFY2035-2045)	Long	$ 3,308,100	$ 3,000,000
	NEW	RVTD-071	RVTD-5310 Enhanced Mobility Small Urban (FFY2035-2045)	Long	$ 7,200,000	$ 6,000,000
	NEW	RVTD-072	ODOT Mass Transit Capital Replacement (FFY2035-2045)	Long	$ 12,000,000	$ 10,000,000
				Long Range (2041-2050) Total	**$ 171,252,028**	**$ 102,662,400**
				Total cost	$	**337,599,691**