

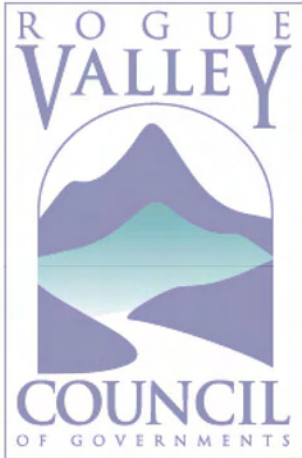


***2008-2011
Transportation
Improvement Program
&
Air Quality Conformity
Determination***



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Rogue
Valley
Council of
Governments



Rogue Valley
Metropolitan Planning
Organization

***2008-2011
Transportation Improvement
Program
(TIP)***

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Who is the RVMPO?

Following the 1980 Census, the Greater Medford urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population in excess of 50,000 persons).

Transportation planning activities in such areas must be coordinated through a Metropolitan Planning Organization (MPO). The Rogue Valley Council of Governments (RVCOG) was designated by the Governor of Oregon as the Rogue Valley MPO (RVMPO) in July 1982. Local jurisdictions initially involved in the planning activities of the RVMPO were Central Point, Jackson County and Medford. Phoenix was added to the UZA in 1990 and subsequently became a member of the RVMPO. In the Federal Register, published on May 1, 2002, the Census Bureau added Ashland, Talent, and Jacksonville to the Medford UZA. The Medford UZA now includes; Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point and the unincorporated community of White City, represented by its Urban Renewal Agency. (See Figure 1). The addition of these jurisdictions to the Medford UZA required that the MPO boundaries be expanded 23 USC 134 (c). In addition, the Oregon Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration participate in the MPO process. The total population of the RVMPO portion of the county today is approximately 164,000.

Federal and state transportation planning responsibilities for the RVMPO can generally be summarized as follows:

- Develop and maintain a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) consistent with state and federal planning requirements.
- Perform regional air quality conformity analyses for carbon monoxide (CO), for which the Medford area is a Maintenance Area, and particulate matter (PM₁₀) for which an area corresponding roughly to the expanded MPO boundary is a Non-attainment Area.
- Review specific transportation and development proposals for consistency with the RTP.
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators.
- Develop an annual work program.
- House and staff the regional travel demand model for the purposes of assessing, planning and coordinating regional travel demand impacts. (NOTE: RVMPO currently contracts with ODOT's Transportation Planning Analysis Unit for modeling services).

The RVCOG Board of Directors has delegated responsibility for RVMPO policy functions to a committee of elected and appointed officials from Central Point, Medford, Phoenix, Ashland, Talent, Eagle Point, Jacksonville, Jackson County, White City Urban Renewal Agency, the Oregon Department of Transportation and Rogue Valley Transportation District. The Policy Committee considers recommendations from advisory committees as an integral part of its decision-making process. RVMPO advisory committees include: the Public Advisory Council (PAC), made up of representatives from a broad range of constituencies; and the Technical Advisory Committee (TAC), made up of jurisdictional Public Works and Planning staff and ODOT.

2007 RVMPO Policy Committee

Art Anderson	ODOT
Carlos DeBritto	City of Phoenix
Sharon Ely	RVTD
Russ Groves	City of Eagle Point
Skip Knight, Vice Chair	City of Medford
Jim Lewis	City of Jacksonville
John Morrison	City of Ashland
Mike Quilty, Chair	City of Central Point
Dennis C.W. Smith	Jackson County
Don Steyskal	City of Talent

RVMPO Technical Advisory Committee

Voting Members:

Ashland	Maria Harris: Planning
Ashland	Karl Johnson: Public Works
Central Point	Tom Humphrey: Community Development
Central Point	Chris Clayton: Public Works
DLCD	John Renz
Eagle Point	Dave Hussell, City Administrator
Eagle Point	Robert Miller: Public Works
Jackson County	Susan Lee: Planning
Jackson County	Dale Petrsek: Roads and Parks
Jacksonville	Jeff Alvis: Public Works
Jacksonville	Paul Wyntergreen: City Administrator
Medford	Suzanne Myers: Planning
Medford	Alex Georgevitch: Public Works
Phoenix	Bob Lewis: Public Works
ODEQ	Anna Kemmerer
ODOT	Elizabeth Stacey
ODOT	Shirley Roberts
Talent	John Adam: Planning
Talent	Betty Wheeler: City Administrator
RVTD	Steve Maluk
RVTD	Paige West
White City Urban Renewal	Kelly Madding: Jackson County Urban Renewal (White City)

Public Advisory Council

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Ed Danehy
Mark Earnest
John Graves
David Lewin
Thad Keays
Julia Sommer
Jack Oliver
Al Willstatter

Central Point
Central Point
East Medford
East Medford
West Medford
Jacksonville
Jacksonville
Phoenix
Phoenix
Talent
Ashland
Eagle Point
Mass Transit

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Introduction

The Rogue Valley Metropolitan Planning Organization (RVMPO) Transportation Improvement Program (TIP) identifies transportation projects in the RVMPO that are expected to be funded between federal fiscal years 2008-2011. Projects included in the TIP are drawn from the RVMPO 2005-2030 Regional Transportation Plan (RTP). All of the projects selected and scheduled for implementation in the TIP are consistent with the RTP. Both the RTP and the TIP have been found to meet air quality conformity requirements over a 25-year rolling planning horizon.

The list of projects in this document is “financially constrained,” which means that only projects for which funding is reasonably anticipated have been listed. As the amount of federal funds coming into the region may vary as the result of congressional actions, the revenues anticipated in the TIP represent the best estimates possible at this time. Programmed projects may need to be delayed or phased over two or more years if less federal funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

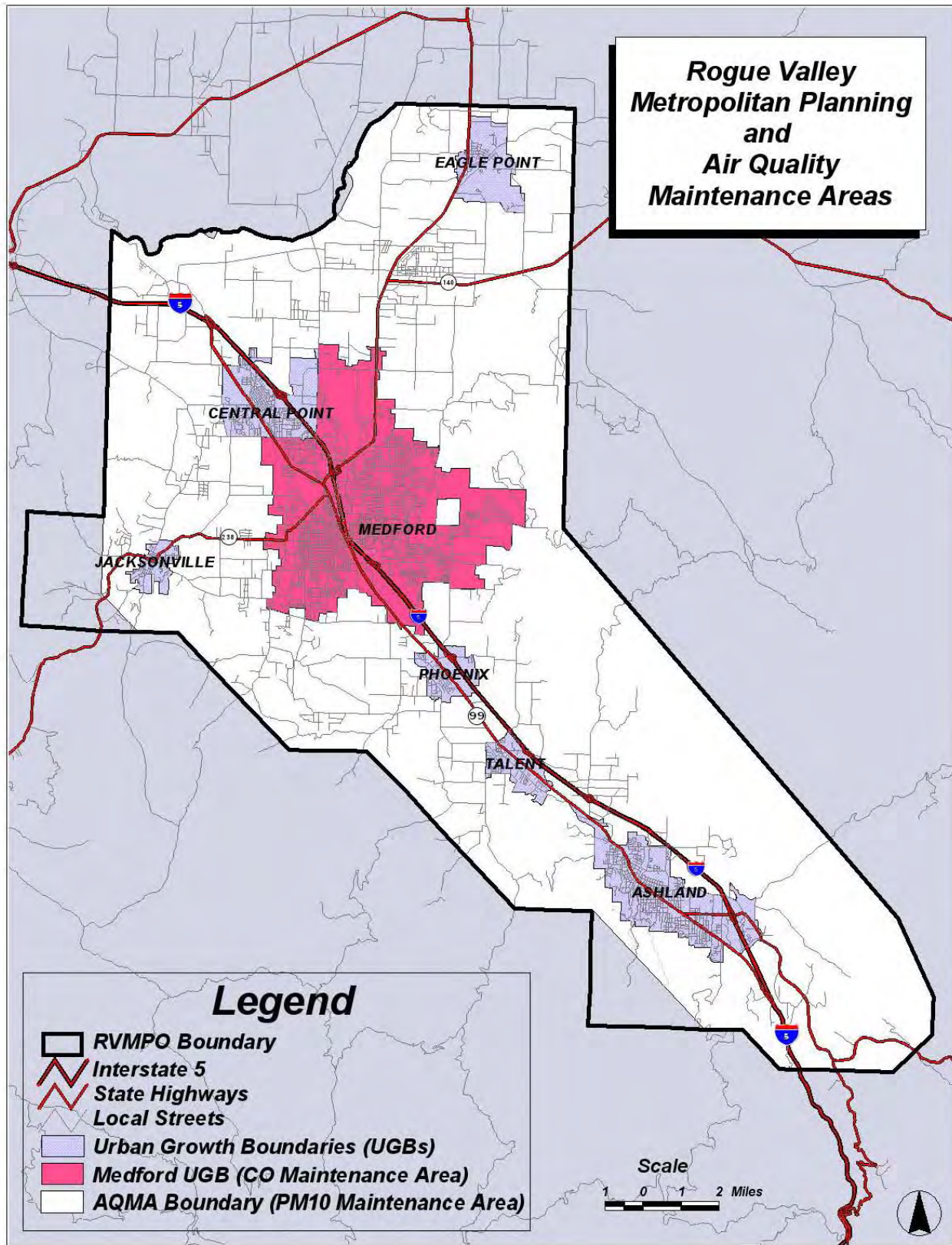
This TIP was prepared as a coordinated and cooperative effort of the RVMPO member jurisdictions. In addition to RVMPO Technical Advisory Committee meetings at which drafts of the TIP content were discussed, advance notice was given to the public and other interested parties, and the draft document underwent a 30-day public review and comment period as required by the RVMPO public involvement plan.

An air quality conformity determination was performed on the TIP. The RVMPO contains two separate air quality maintenance areas that must be monitored for conformity with federal air quality standards (please refer to Figure 1 on the following page). The Medford-Ashland AQMA area is designated as an attainment (maintenance) area for particulate matter (PM₁₀) and the Medford Urban Growth Boundary is an attainment (maintenance) area for carbon monoxide (CO). All known “regionally significant” (see definition, p.25) and federally-funded transportation projects have been included in the 2008-2011 TIP.

The air quality conformity determination (AQCD) prepared on this TIP demonstrates that projects scheduled in the TIP will result in CO and PM₁₀ emissions lower than the budgeted amounts (see the AQCD for further details). As a result, the TIP complies with specific requirements of the federal Clean Air Act and Oregon State Conformity Rule (OAR 340-252-0010 through OAR 340-252-0290).

A requirement of 23 CFR 430.324 (d) is that the TIP reference Transportation Control Measures (TCMs); there are no TCMs in the PM₁₀ and CO State Implementation Plans (SIPs), and thus this topic is not discussed in the TIP.

Figure 1 RVMPO and AQMA Boundaries



Project Selection and Prioritization

Purpose

Federal regulations require a program of transportation investments for the urban area covering a period of at least three years be prepared under the direction of the Metropolitan Planning Organization (MPO). The 2008-2011 Transportation Improvement Program (TIP) serves as this document and thus prioritizes the short-term projects identified in the Regional Transportation Plan (RTP). As such, it is by definition consistent with the long-range transportation plan (RTP) as required by 23 CFR 450.234 (f) (2). It provides the mechanism by which the incremental implementation of the RTP is monitored, managed, and reviewed.

The TIP is the formal programming mechanism by which funds are committed to specific transportation projects. TIP funding levels adopted by the RVMPO Policy Committee indicate regional commitments to specific dollar amounts, not necessarily the completion of projects. Cost overruns remain the responsibility of the implementing jurisdiction(s). The TIP must contain all the transportation projects which either: a) use federal funds; or b) use state and/or local funds and are deemed to be “regionally significant.” In addition, the TIP must describe the selected projects and identify the funding necessary to complete them.

Setting project priorities involves considering local and regional needs; addressing deficiencies with both short and long-range projects; and allocating investments among the various transportation modes. Regional transportation investment priorities are implemented through the decisions of the RVMPO Policy Committee. This process represents an important consensus among the jurisdictions in the region concerning the identification and implementation of priority transportation projects. As required by 23 CFR 450.324(n) (1), the criteria for prioritization and implementation of TIP projects are shown in the RTP, Appendix A, Tables A-1 and A-2. There are no changes in prioritization from previous TIPs.

Public Involvement Process

Projects included in the TIP are subject to extensive public review as they typically come from adopted plans such as local transportation system plans (TSPs) as well as the RTP. Before their inclusion in the draft TIP, the public has several opportunities to comment and suggest revisions to these projects. Prior to its adoption by the Policy Committee, the proposed TIP is reviewed and approved by the standing RVMPO advisory committees and undergoes a publicized 30-day public review and comment period. Public, staff, agency, and other interested party comments received during this process are considered by the Policy Committee at the time of adoption. If significant changes to the proposed TIP are recommended as a consequence, a revised final draft document will be resubmitted to the public for an additional 30-day review and comment period.

TIP Adjustments and Amendments

The below table provides a detailed description of how projects in the TIP are amended. The table shows that there are two types of amendments: full amendments and administrative amendments. Full amendments require Policy Committee adoption and a 30-day public notification and involvement process. Federal regulations do not require such a process for administrative amendments. Amendments involving regionally significant projects may also require re-determination of air quality conformity by the MPO and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Type of Change	Federal Action	Full Amend	Admin Amend
If it is NOT in the TIP:			
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the TIP	Approval if in first 3 years	✓	
2. Adding a regionally significant project to the TIP (any funding source)	Approval if in first 3 years	✓	
3. Adding a federally funded project that is funded with discretionary funds	Notification		✓
4. Adding a non-federally funded project that doesn't impact air quality conformity or require FHWA or FTA action to the TIP	Notification		✓
If it is already in the TIP:			
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the TIP	Approval if in first 3 years	✓	
6. Major change in scope of a project with state or federal funds, or a project with CMAQ funds that requires a new CMAQ eligibility finding, or a project that requires a new regional air quality conformity finding.	Approval if in first 3 years	✓	
7. Advancing a project or phase of a project from the fourth year to the first three years of the TIP**	Approval	✓	
8. Advancing an approved project or phase of a project from year two or three into the current year of the STIP	Notification		✓
9. Slipping an approved project or phase of a project from the current year of the STIP to a later year			
10. Adding PE or ROW phase to an approved project in the first three years of the STIP	Notification		✓
11. Combining two or more approved projects into one project	Notification		✓
12. Splitting one approved project into two or more projects	Notification		✓
13. Minor technical corrections to make the printed STIP consistent with prior approvals	Notification		✓
14. Adding FHWA funds to an approved FTA-funded project	Notification		✓
15. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the STIP	Notification		✓
16. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the STIP			

*Funds from 49 USC Chapter 53 or 23 USC, excluding State Planning & Research funds, Metropolitan Planning funds, and most Emergency Relief funds.

**The federally approved STIP contains years one to three; year four is informational only.

Summary of TIP Projects

The RVMPO Transportation Improvement Program (TIP) identifies transportation projects and programs to be implemented in the RVMPO between fiscal years 2008-2011. Table 1 lists the jurisdictions that are part of the TIP process through their membership in the RVMPO.

Table 1 RVMPO Jurisdictions

Jurisdictions contained within the RVMPO boundary		Other RVMPO Agencies
Ashland	Central Point	Jackson County
Eagle Point	Jacksonville	
Medford	Phoenix	Oregon Department of Transportation
RVTD	Talent	

The TIP provides the intended schedule and the estimated cost for each phase of the listed projects. Table 2 shows the list of abbreviations that are used to identify the funding sources for projects identified in the TIP.

Table 2 Glossary of Table 4 Fund Source Abbreviations

Federal Sources

CMAQ	Congestion Mitigation and Air Quality
Enhan	Transportation Enhancement
Earmark	Earmarked Funds
HEP	Hazard Elimination Program
HBRR	Highway Bridge Rehabilitation and Replacement
IM	Interstate Maintenance
NHS	National Highway System
STP	Surface Transportation Program
S5303	Transit Planning, Research and Training
S5307	Urban Operations Support
S5309	Transit Capital and Operating Assistance
S5310	Transit Elderly and Disabled Services
S5311	Rural Transit Services

State Sources

Bike/Ped	Bicycle and Pedestrian Grants
CTP	Community Transportation Program Grants (Transit)
LSN	Local Street Network
Mod	State Modernization Fund
OTIA	Oregon Transportation Investment Act
PTAF	Public Transportation Assistance Fund (Transit)
STF	Special Transportation Fund (Transit)
TDM	Transportation Demand/Rideshare Program

Local Sources

Local	Funds provided by project sponsor
Urban Renew	Urban Renewal Agency

As required by 23 CFR 450.324(n)(2), detail is shown in Table 3, presented on the following four pages, which provides the status of the previously approved (2006-2009) TIP projects. Immediately following, Table 4 lists the projects and programs proposed for funding between 2008-2011 in the RVMPO. Projects and programs listed are divided by project sponsor. Information presented includes:

- 2005-2030 RTP reference number (refer to Figure 8.3 in RTP)
- ODOT STIP key reference number (status can be tracked via the internet at: <http://www.odot.state.or.us/stip/>)
- Project location and description
- Project work phase
- Project work phase year of completion
- Project work phase – fund source (refer to Table 2 for explanation of abbreviations)
- Project work phase – cost
- Total project cost
- Air quality conformity status – please refer to air quality conformity determination for further detail on project conformity issues.

Table 3 Listing of Previously Approved (2006-2009) TIP Projects

RTP #	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Total Cost	Conformity Status
Ashland									
100	13340	C St., Eureka St. and Walnut St.	Pave and Improve (CMAQ)	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2006 2006 2006 2006 2006	CMAQ CMAQ CMAQ CMAQ	\$3,000 \$10,000 \$5,000 \$800,000	\$818,000	Non-Exempt
101	13262	Jackson Rd. to Laurel St.	N. Ashland multi-use pathway (Transportation Enhancement project)	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2004 2005 2006	Enhan Enhan Enhan	\$81,000 \$2,000 \$563,000	\$646,000	Exempt (Table 2) - Bicycle and pedestrian facilities
102	13239	A St., Oak St. to Third St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2006	STP	\$105,000	\$105,000	Exempt (Table 2) - Safety, pavement resurfacing
103	13240	B St., Fifth St. to Third St. and Oak St. to First St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2006	STP	\$131,000	\$131,000	Exempt (Table 2) - Safety, pavement resurfacing
104	13338	Granite St., Nutley St. to Winburn Way	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2006	STP	\$156,000	\$156,000	Exempt (Table 2) - Safety, pavement resurfacing
105	13339	Beach Ave., Gresham St. to Hargadine St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2006	STP	\$114,000	\$114,000	Exempt (Table 2) - Safety, pavement resurfacing
106	new project	Hargadine St., Gresham St. to Second St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2007	STP	\$38,000	\$38,000	Exempt (Table 2) - Safety, pavement resurfacing
107	new project	Beach St., Siskiyou Blvd. to Henry St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2007	STP	\$33,000	\$33,000	Exempt (Table 2) - Safety, pavement resurfacing
108	new project	Harrison St., Siskiyou Blvd. to Iowa St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2007	STP	\$43,000	\$43,000	Exempt (Table 2) - Safety, pavement resurfacing
109	new project	Harrison St., Iowa St. to Euclid Ave.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2007	STP	\$75,000	\$75,000	Exempt (Table 2) - Safety, pavement resurfacing
110	new project	Taylor St., Holly St. to Ashland St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2007	STP	\$136,000	\$136,000	Exempt (Table 2) - Safety, pavement resurfacing
111	new project	Helman St., Hersey St. to Orange St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2007	STP	\$55,000	\$55,000	Exempt (Table 2) - Safety, pavement resurfacing
112	new project	Iowa St., Siskiyou Blvd. to Gresham St.	Overlay	Planning Prelim Eng Right-of-Way Util Relocate Construct Other	2008	STP	\$275,000	\$275,000	Exempt (Table 2) - Safety, pavement resurfacing

Table 3 Listing of Previously Approved (2006-2009) TIP Projects

RTP #	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Total Cost	Conformity Status
Ashland - continued									
113	new project	Allison St., Union St. to Sherman St.	Overlay	Planning				\$60,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2008	STP	\$60,000		
Other									
114	new project	Oak St., Lithia Way to R/R	Overlay	Planning				\$250,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2008	STP	\$250,000		
Other									
115	new project	Allison St., Sherman St. to Gresham St.	Overlay	Planning				\$150,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2009	STP	\$150,000		
Other									
116	new project	S. Mountain Ave., Ashland St. to Prospect St.	Overlay	Planning				\$310,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2009	STP	\$310,000		
Other									
117	new project	W. Nevada St., Cambridge St. to Helman St.	Overlay	Planning				\$150,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2009	STP	\$150,000		
Other									
Sub Total Ashland Projects								\$3,545,000	
Central Point									
200	13343	Laurel St., N. 9th to N. 10th	Pave and Improve (CMAQ)	Planning				\$168,000	Non-Exempt
				Prelim Eng	2006	CMAQ	\$5,000		
				Right-of-Way	2006	CMAQ	\$5,000		
				Util Relocate	2006	CMAQ	\$8,000		
				Construct	2006	CMAQ	\$150,000		
Other									
201	13342	N. 9th St., Laurel St. to Cherry St.	Pave and Improve (CMAQ)	Planning				\$489,000	Non-Exempt
				Prelim Eng	2006	CMAQ	\$69,000		
				Right-of-Way	2006	CMAQ	\$10,000		
				Util Relocate	2006	CMAQ	\$10,000		
				Construct	2006	CMAQ	\$400,000		
Other									
203	new project	10th St., Hazel St. to Scenic Ave.	Widen to add continuous turn lane with bike lanes and sidewalks	Planning				\$1,250,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng			\$187,500		
				Right-of-Way			\$187,500		
				Util Relocate					
				Construct	2008	STP	\$875,000		
Other									
205	new project	Upton Rd., approaches to Interstate 5 overcrossing	Widen to two lanes with bike lanes and sidewalks	Planning				\$775,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng			\$116,250		
				Right-of-Way			\$116,250		
				Util Relocate					
				Construct	2008	STP	\$542,500		
Other									
206	new project	Intersection of Upton Rd., 3rd St., Scenic Ave. and Tenth St.	Change alignment at intersection, add sidewalks & bike lanes	Planning				\$375,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng			\$66,250		
				Right-of-Way			\$66,250		
				Util Relocate					
				Construct	2008	STP	\$262,500		
Other									
Sub Total Central Point Projects								\$3,057,000	
Eagle Point									
300	new project	Crystal Dr. at OR 62	Extend Crystal Dr. west to OR 62 - w/ intersection improvement	Planning				\$750,000	Non-Exempt
				Prelim Eng	2007		\$30,000		
				Right-of-Way	2008		\$50,000		
				Util Relocate	2008		\$20,000		
				Construct	2008	Local/STP	\$650,000		
Other									
Sub Total Eagle Point Projects								\$750,000	

Table 3 Listing of Previously Approved (2006-2009) TIP Projects

RTP #	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Total Cost	Conformity Status
Medford									
500	13356	West Medford Alleys	Pave and improve (CMAQ)	Planning				\$639,000	Non-Exempt
				Prelim Eng	2006	CMAQ	\$10,000		
				Right-of-Way	2006	CMAQ	\$10,000		
				Util Relocate	2006	CMAQ	\$19,000		
				Construct	2006	CMAQ	\$600,000		
				Other					
501	13357	Oak St., McAndrews Rd. to Taft St.	Pave and improve (CMAQ)	Planning				\$452,000	Non-Exempt
				Prelim Eng	2006	CMAQ	\$10,000		
				Right-of-Way	2006	CMAQ	\$30,000		
				Util Relocate	2006	CMAQ	\$12,000		
				Construct	2006	CMAQ	\$400,000		
				Other					
502	14079	Various locations in city	Construct sidewalks, storm drains, curbs	Planning				\$1,250,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2008	Earmark	\$50,000		
				Right-of-Way	2008	Earmark	\$150,000		
				Util Relocate	2008	Earmark	\$50,000		
				Construct	2008	Earmark	\$1,000,000		
				Other					
506	11379	S. Holy St., Garfield Ave. to Holmes Way	Construct new three lane street with bike lanes and sidewalks	Planning				\$3,700,000	Non-Exempt
				Prelim Eng			\$555,000		
				Right-of-Way			\$555,000		
				Util Relocate					
				Construct	2006	Local	\$2,590,000		
				Other					
507	13350	Columbus Ave., McAndrews Rd. to Sage Rd.	Extend Columbus to Sage, with center turn lane, bike lanes, sidewalks	Planning				\$3,000,000	Non-Exempt
				Prelim Eng			\$450,000		
				Right-of-Way			\$450,000		
				Util Relocate					
				Construct	2008	Local	\$2,100,000		
				Other					
534	13993	Owens Dr., OR 62 to Springbrook Rd.	New 5-lane street from OR 62 to Springbrook Rd., re-align Crater Lake Ave.	Planning				\$4,300,000	Non-Exempt
				Prelim Eng			\$645,000		
				Right-of-Way			\$645,000		
				Util Relocate					
				Construct	2009	OTIA/Local	\$3,010,000		
				Other					
535	new project	Lear Way, Commerce Rd. to Coker Butte Rd.	Construct new three lane street with bike lanes and sidewalks	Planning				\$400,000	Non-Exempt
				Prelim Eng			\$60,000		
				Right-of-Way			\$60,000		
				Util Relocate					
				Construct	2008	Local	\$280,000		
				Other					
Sub Total Medford Projects								\$13,741,000	
Talent									
700	13357	Bear Creek Greenway at W. Valley View Rd.	Construct new 10-foot wide multi-modal path (CMAQ)	Planning				\$425,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2004	CMAQ	\$5,000		
				Right-of-Way	2004	CMAQ	\$20,000		
				Util Relocate					
				Construct	2007	CMAQ	\$400,000		
				Other					
704	13241	4th St., West St. to cul-de-sac	Overlay	Planning				\$25,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2008	STP	\$25,000		
				Other					
705	13242	3rd St., West St. to cul-de-sac	Overlay	Planning				\$25,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2008	STP	\$25,000		
				Other					
706	new project	West St., N. 2nd St. to W. Main St.	Overlay	Planning				\$50,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2006	STP	\$50,000		
				Other					
710	new project	Creel Rd., Talent Ave. to OR 99	Overlay	Planning				\$250,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng					
				Right-of-Way					
				Util Relocate					
				Construct	2006	STP	\$250,000		
				Other					
Sub Total Talent Projects								\$775,000	

Table 3 Listing of Previously Approved (2006-2009) TIP Projects

RTP #	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Total Cost	Conformity Status
Jackson County									
800	13346	Ave. A, Atlantic Ave. to Kershaw Rd.	Pave and improve (CMAQ)	Planning				\$800,000	Non-Exempt
				Prelim Eng	2006	CMAQ	\$20,000		
				Right-of-Way	2006	CMAQ	\$40,000		
				Util Relocate	2006	CMAQ	\$40,000		
				Construct	2006	CMAQ	\$700,000		
				Other					
801	new project	Agate Rd., OR 62 to Ave. G	New three lane industrial collector	Planning				\$1,500,000	Non-Exempt
				Prelim Eng			\$225,000		
				Right-of-Way			\$225,000		
				Util Relocate					
				Construct	2008	Urban Renew	\$1,050,000		
				Other					
803	new project	Antelope Rd., Table Rock Rd. to 7th St.	Widen to five lanes with bike lanes and sidewalks	Planning				\$3,750,000	Non-Exempt
				Prelim Eng			\$562,500		
				Right-of-Way			\$562,500		
				Util Relocate					
				Construct	2008	Urban Renew	\$2,625,000		
				Other					
804	new project	Atlantic Ave., Ave. A to Ave. G	New three lane urban major collector	Planning				\$3,000,000	Non-Exempt
				Prelim Eng			\$450,000		
				Right-of-Way			\$450,000		
				Util Relocate					
				Construct	2008	Urban Renew	\$2,100,000		
				Other					
805	new project	Ave. G/Kirtland Rd., Pacific Ave. to Table Rock Rd.	New two lane urban industrial collector	Planning				\$1,500,000	Non-Exempt
				Prelim Eng			\$225,000		
				Right-of-Way			\$225,000		
				Util Relocate					
				Construct	2008	Urban Renew	\$1,050,000		
				Other					
806	new project	Ave. G, OR 62 to Atlantic	New three lane urban major collector	Planning				\$2,600,000	Non-Exempt
				Prelim Eng			\$390,000		
				Right-of-Way			\$390,000		
				Util Relocate					
				Construct	2008	Urban Renew	\$1,820,000		
				Other					
807	new project	Ave. H, Wilson Way to WCUCB	New two lane urban minor collector	Planning				\$400,000	Non-Exempt
				Prelim Eng			\$60,000		
				Right-of-Way			\$60,000		
				Util Relocate					
				Construct	2008	Urban Renew	\$280,000		
				Other					
809	new project	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector	Planning				\$1,500,000	Non-Exempt
				Prelim Eng			\$225,000		
				Right-of-Way			\$225,000		
				Util Relocate					
				Construct	2008	Local	\$1,050,000		
				Other					
812	13344	Table Rock Rd., Wilson St. to Antelope Rd.	Widen to five lanes with bike lanes, sidewalks	Planning				\$2,940,000	Non-Exempt
				Prelim Eng			\$441,000		
				Right-of-Way			\$441,000		
				Util Relocate					
				Construct	2008	Local	\$2,058,000		
				Other					
813	new project	West Valley View Rd. at Bear Creek	Replace bridge, adding bike lanes and sidewalks	Planning				\$4,000,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2005	OTIA	\$80,000		
				Right-of-Way	2005	OTIA	\$100,000		
				Util Relocate	2005	OTIA	\$20,000		
				Construct	2006	OTIA	\$3,800,000		
				Other					
815	14143	Bear Creek Greenway, Talent to Medford	Complete County portions of the Bear Creek Greenway	Planning				\$2,000,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2005	Earmark	\$105,000		
				Right-of-Way	2005	Earmark	\$20,000		
				Util Relocate					
				Construct	2006	Earmark	\$1,875,000		
				Other					
816	13782	Ross Lane North, McAndrews Rd. to Rossanley Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	Planning				\$1,750,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2006	Mod	\$250,000		
				Right-of-Way					
				Util Relocate					
				Construct	2008	OTIA	\$1,500,000		
				Other					
Sub Total Jackson County Projects								\$25,740,000	

Table 3 Listing of Previously Approved (2006-2009) TIP Projects

RTP #	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Total Cost	Conformity Status
Oregon Department of Transportation (ODOT)									
900	12380	OR 99: Colver Rd. to Rappahannock Rd. (Talent)	Widen to add continuous left turn lane and sidewalks	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2003 2004 2006	OTIA OTIA OTIA/STP	\$570,000 \$1,400,000 \$3,800,000	\$5,770,000	Exempt (Table 2) - Bicycle and pedestrian facilities
901	10964	I-5: South Medford Interchange	Relocate and construct new interchange	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2002 2003 2006	Mod Mod OTIA/Local	\$3,700,000 \$12,000,000 \$36,750,000	\$52,450,000	Non-Exempt
902	12723	I-5: Fern Valley Interchange, Unit 2	Widen I-5 bridge and Fern Valley Rd. to five lanes; replace Bear Creek bridge	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2004 2005 2007	STP Mod STP	\$1,458,000 \$2,540,000 \$28,162,000	\$32,160,000	Non-Exempt
903	13994	OR 62: Corridor Solutions Unit 2	Construct limited access expressway from Poplar/Hilton to Delta Waters	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2009	OTIA	\$38,000,000	\$38,000,000	Non-Exempt
904	13992	OR 140 Freight Extension	Lane and shoulder widening for freight movements	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2007 2008 2008 2009	OTIA OTIA OTIA OTIA	\$450,000 \$250,000 \$100,000 \$5,800,000	\$6,600,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
905	12718	OR 140 at Kershaw (White City)	Install advance hazard I.D. beacon (Hazard Elimination / Safety Project)	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2004 2005 2006	HEP HEP HEP	\$60,000 \$30,000 \$470,000	\$560,000	Exempt (Table 2) - Safety, traffic control device
906	13780	OR 99: Jurisdictional Transfer (Central Point)	Transfer jurisdiction over portion of OR 99 in Central Point (STP Safety Project)	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2008	STP	\$132,000	\$132,000	Exempt (Table 2) - Other, non-construction activity
906	12686	OR 99: Jurisdictional Transfer (Central Point)	Transfer jurisdiction over portion of OR 99 in Central Point (Operations Project)	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2006	STP	\$900,000	\$900,000	Exempt (Table 2) - Other, non-construction activity
907	10829	OR 99: Walker Ave. to I-5 (Ashland)	Grind and inlay/overlay, add sidewalks	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2005 2006 2007	STP STP STP	\$114,000 \$22,000 \$1,613,000	\$1,749,000	Exempt (Table 2) - Safety, pavement resurfacing
908	13000	I-5: Bear Creek Bridges NB and SB	Replace both structures	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2002 2003 2006	HBRRS HBRRS HBRRS/STP	\$888,000 \$211,000 \$6,500,000	\$7,599,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
909	14040	I-5/OR 66: Bridge Bundle 301	Replace bridges @ Neil Ck, OR 66, Bear Ck (2), and Eagle Mill (OTIA III Bridge Projects)	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2005 2006 2007	OTIA OTIA OTIA	\$1,891,000 \$102,000 \$15,194,000	\$17,187,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
910	14041	I-5: Bridge Bundle 302	Replace bridges at Central Pt. Connector and Upton Rd. (OTIA III Bridge Projects)	Planning Prelim Eng Right-of-Way UE Relocate Construct Other	2005 2006 2007	OTIA OTIA OTIA	\$1,515,000 \$61,000 \$12,172,000	\$13,768,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair

Table 3 Listing of Previously Approved (2006-2009) TIP Projects

RTP #	Key #	Project Description	Work Phase	Year	Fund Source	Fed Share	Total Cost	Conformity Status	
Oregon Department of Transportation (ODOT) - continued									
911	12734	OR 238 at Bybee Corner	Change alignment at Intersection, safety improvements	Planning				\$2,860,000	Exempt (Table 3) - Changes in vertical and horizontal alignment
				Prelim Eng	2005	Mod	\$10,000		
				Right-of-Way	2005	Mod	\$40,000		
				Util Relocate	2005	Mod	\$10,000		
				Construct	2006	Mod	\$2,800,000		
Other									
912	11727	I-5: Central Point Interchange SB off Ramp Improvement	Extend and channelize SB off-ramp for added storage	Planning				\$950,000	Exempt (Table 3) - Intersection channelization
				Prelim Eng	2006	STP	\$40,000		
				Right-of-Way	2006	STP	\$10,000		
				Util Relocate					
				Construct	2007	STP	\$900,000		
Other									
913	09436	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	Planning				\$4,131,000	Exempt (Table 2) - Safety, roadside rest areas.
				Prelim Eng	2004	Mod	\$222		
				Right-of-Way	2005	Mod	\$1,309,000		
				Util Relocate					
				Construct	2006	Mod	\$2,600,000		
Other									
Sub Total ODOT Projects							\$184,816,000		
RTP #	Key #	Project Description	Work Phase	Year	Fund Source	Fed Share	Total Cost	Conformity Status	
Rogue Valley Transportation District (RVTD)									
1001	13360	Job Access Reverse Commute (JARC) - Operations	Other	2006	5307	\$250,000	\$500,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1002	13361	Job Access Reverse Commute (JARC) - Operations	Other	2007	5307	\$250,000	\$500,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1003	new project	Job Access Reverse Commute (JARC) - Operations	Other	2008	5307	\$250,000	\$500,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1004	new project	Job Access Reverse Commute (JARC) - Operations	Other	2009	5307	\$250,000	\$500,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1005	13362	Urban Operations Support	Other	2006	5307	\$1,600,000	\$3,200,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1006	13363	Urban Operations Support	Other	2007	5307	\$1,650,000	\$3,300,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1007	new project	Urban Operations Support	Other	2008	5307	\$1,700,000	\$3,400,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1008	new project	Urban Operations Support	Other	2009	5307	\$1,750,000	\$3,500,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1009	13365	Capitalization of Maintenance (MPO STP Transfer)	Other	2006	MPO STP (to 5307)	\$599,000	\$668,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1010	13366	Capitalization of Maintenance (MPO STP Transfer)	Other	2007	MPO STP (to 5307)	\$617,000	\$688,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1011	new project	Capitalization of Maintenance (MPO STP Transfer)	Other	2008	MPO STP (to 5307)	\$637,000	\$710,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1012	new project	Capitalization of Maintenance (MPO STP Transfer)	Other	2009	MPO STP (to 5307)	\$666,000	\$731,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1013	12531	TDM Rideshare Projects	Other	2006	STP	\$131,000	\$146,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1014	12532	TDM Rideshare Projects	Other	2007	STP	\$131,000	\$146,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1015	13775	TDM Rideshare Projects	Other	2008	STP	\$117,000	\$145,000	Exempt (Table 2) - Operating assistance to transit agencies.	
1016	13824	TDM Rideshare Projects	Other	2009	STP	\$117,000	\$145,000	Exempt (Table 2) - Operating assistance to transit agencies.	
Sub Total RVTD Projects							\$18,779,000		
Grand Total - 2006-2009 TIP Projects							\$251,203,000		

Table 4 Program of FFY 2008-2011 Transportation Projects

RTP#	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Fund Source	Cost	Total Cost	Conformity Status
Ashland											
100	13340	Ashland Street Paving (C, Eureka, and Walnut)	Pave and improve (CMAQ)	Planning						\$825,017	Non-Exempt
				Prelim Eng	2006	CMAQ	\$120,238				
				Right-of-	2006	CMAQ	\$897				
				Util							
				Construct	2008	CMAQ	\$476,735	Other	\$158,700		
Other											
106	14364	Hargadine St., Gresham St. to Second St.	Overlay	Planning						\$38,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2009	Local	\$34,097				
Other											
108	14367	Harrison St., Siskiyou Blvd. to Iowa St.	Overlay	Planning						\$43,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2009	Local	\$38,584				
Other											
109	14368	Harrison St., Iowa St. to Euclid Ave.	Overlay	Planning						\$75,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2009	Local	\$67,298				
Other											
115	14375	Allison St., Union St. to Gresham St.	Overlay	Planning						\$210,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2009	STP-L	\$193,433				
Other											
157	15246	Ashland Diesel Retrofit	Retrofit 19 city deisel vehicles	Planning						\$114,000	Exempt - per FHWA
				Prelim Eng							
				Right-of-							
				Util							
				Construct							
Other	2008	CMAQ (L400)	\$91,200								
124	15256	Beach St.: Glenwood Dr. to End	Pave and Improve, adding sidewalks	Planning						\$445,782	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2008	CMAQ (L400)	\$60,000				
				Right-of-	2008	CMAQ (L400)	\$60,000				
				Util							
				Construct	2009	CMAQ (L400)	\$280,000				
Other											
120, 122, 134	15255	E. Main St. Railroad Crossing	R/R X-ing improvements, surface improvements	Planning						\$1,177,167	Exempt (Table 2) - Safety, railroad crossing
				Prelim Eng	2009	STP-L (L200)	\$158,440				
				Right-of-	2009	STP-L (L200)	\$158,440				
				Util							
				Construct	2010	STP-L (L200)	\$369,696				
Construct	2011	STP-L (L200)	\$369,696								
N/A	New Project	Plaza Av: Nezla Av. To Verda St.	Pave and Improve	Planning						\$546,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-							
				Util							
				Construct							
Other	2011	CMAQ (L400)	\$472,000								
Sub Total Ashland Projects										\$3,473,966	

Table 4 Program of FFY 2008-2011 Transportation Projects

Central Point												
201	14390	10th St., Hazel St. to Scenic Ave.	Widen to add continuous turn lane with bike lanes and sidewalks	Planning							\$1,249,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2009	Local	\$167,795					
				Right-of-Util	2009	Local	\$167,795					
				Construct	2009	Local	\$785,138					
				Other								
217	15253	Hazel Street - 9th St. to E of 10th St. Paving Project	Pave and improve, adding sidewalks,	Planning							\$369,242	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2007	CMAQ (L400)	\$47,331					
				Right-of-Util	2007	CMAQ (L400)	\$47,331					
				Construct	2008	CMAQ (L400)	\$236,658					
				Other								
N/A	New Project	Oak St: Second to Third & First St: Manzanita to Laurel	Pave and improve alleys and parking facilities	Planning							\$716,492	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng								
				Right-of-Util								
				Construct	2010	CMAQ (L400)	\$642,908					
				Other								
Sub Total Central Point Projects											\$2,334,734	
Central Point												
300	14396	Crystal Dr. at OR 62	Extend Crystal Dr. west to OR 62 - w/ intersection improvement	Planning							\$750,000	Non-Exempt
				Prelim Eng	2007	STP-L	\$26,919					
				Right-of-Util	2008	STP-L	\$44,865					
				Construct	2008	STP-L	\$17,946					
				Other			\$583,245					
Jacksonville												
402	15251	Elm & "M" St. Paving	Pave and improve, adding sidewalks and bike lanes	Planning							\$423,000	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2007	CMAQ (L400)	\$94,217					
				Right-of-Util	2007	CMAQ (L400)	\$33,200					
				Construct	2008	CMAQ (L400)	\$252,141					
				Other								
N/A	New Project	Jacksonville Street Sweeper Purchase	Purchase street sweeper for city streets	Planning							\$170,000	Exempt (Table 2) - Purchase of support vehicles
				Prelim Eng								
				Right-of-Util								
				Construct	2010	CMAQ	\$152,541					
				Other								

Table 4 Program of FFY 2008-2011 Transportation Projects

RTP#	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Fund Source	Cost	Total Cost	Conformity Status
Medford											
502	14079	Medford: Oregon Safe Walk Plan	Construct sidewalks, storm drains, curbs	Planning						\$3,612,437	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2006	Earmark	\$390,326				
				Right-of-Util	2007	Earmark	\$4,487				
				Construct	2008	Earmark	\$2,559,067	Other	\$1,053,370		
				Other							
507	13350	Columbus Ave., McAndrews Rd. to Sage Rd.	Extend Columbus to Sage, with center turn lane, bike lanes, sidewalks	Planning						\$3,000,000	Non-Exempt
				Prelim Eng	2008	Other / Local	\$450,000				
				Right-of-Util	2008	Other / Local	\$450,000				
				Construct	2008	Local	\$2,100,000				
				Other							
535	14403	Lear Way, Commerce Rd. to Coker Butte Rd.	Construct new three lane street with bike lanes and sidewalks	Planning						\$400,000	Non-Exempt
				Prelim Eng	2008	STP-L	\$53,838				
				Right-of-Util	2008	STP-L	\$53,838				
				Construct	2008	STP-L	\$251,244				
				Other							
500	15249	Garfield Av., Kings Hwy. to Peach St.	Adding continuous turn lane with bike lanes and sidewalks	Planning						\$1,177,167	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2007	STP-L (L200)	\$158,440				
				Right-of-Util	2007	STP-L (L200)	\$158,440				
				Construct	2008	STP-L (L200)	\$369,696				
				Construct	2009	STP-L (L200)	\$369,696				
594	15250	Medford Diesel Retrofit	Retrofit 42 diesel vehicles	Planning						\$252,000	Exempt - per FHWA
				Prelim Eng							
				Right-of-Util							
				Construct							
				Other	2008	CMAQ (L400)	\$209,996				
595	15248	Woodlawn Dr., Barneburg to Modoc	Pave and improve, adding sidewalks, curbs and gutter	Planning						\$420,000	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2008	CMAQ (L400)	\$56,530				
				Right-of-Util	2008	CMAQ (L400)	\$56,530				
				Construct	2009	CMAQ (L400)	\$263,806				
				Other							
N/A	New Project	Medford Street Sweeper Replacement	Purchase CNG street sweeper for city streets	Planning						\$226,000	Exempt (Table 2) - Purchase of support vehicles
				Prelim Eng							
				Right-of-Util							
				Construct							
				Other	2010	CMAQ (L400)	\$202,790				
N/A	New Project	Crater Lake Av & Jackson St.: Alley Paving	Pave and improve alleys	Planning						\$1,047,000	Exempt - per FHWA
				Prelim Eng							
				Right-of-Util							
				Construct							
				Other	2011	CMAQ (L400)	\$939,473				
N/A	New Project	Medford Alternative Fueling Station	Construct fueling station for city vehicles powered by CNG and/or bio-diesel	Planning						\$500,000	Exempt - per FHWA
				Prelim Eng							
				Right-of-Util							
				Construct							
				Other	2011	CMAQ (L400)	\$448,650				
Sub Total Medford Projects										\$10,634,604	

Table 4 Program of FFY 2008-2011 Transportation Projects

Talent											
704, 705, 706	14867	4th St., 3rd St., & West St. Paving	Overlay	Planning						\$138,315	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-Util							
				Construct	2008	STP-L	\$124,110				
				Other							
711	14276	Talent Ave: Rogue River Pkwy - Creel Rd. Bike Lanes	Construct Bicycle Lanes	Planning					\$739,000	Exempt (Table 2) - Bicycle and pedestrian facilities	
				Prelim Eng	2006	Enhancement	\$183,349				
				Right-of-Util	2007	Enhancement	\$41,276				
				Construct	2008	Enhancement	\$438,480				
				Other							
701	15258	West Valley View Master Plan	Urban Upgrade w/ bike lanes and sidewalks	Planning					\$2,800,000	Exempt (Table 2) - Planning and technical studies	
				Prelim Eng	2009	STP-L (L200)	\$158,440				
				Right-of-Util	2009	STP-L (L200)	\$158,440				
				Construct	2010	STP-L (L200)	\$369,696				
				Construct	2011	STP-L (L200)	\$369,696				
Sub Total Talent Projects										\$3,677,315	

Table 4 Program of FFY 2008-2011 Transportation Projects

RTP#	Key #	Location	Description	Work	Year	Fund	Cost	Fund	Cost	Total Cost	Conformity	
Jackson County												
801	14422	Agate Rd., OR 62 to Ave. G	New three lane industrial collector	Planning								
				Prelim Eng	2008	Other / Local	\$225,000					
				Right-of-Util	2008	Other / Local	\$225,000					
				Construct	2008	Other / Local	\$1,050,000				\$1,500,000	Non-Exempt
				Other								
803	14423	Antelope Rd., Table Rock Rd. to 7th St.	Widen to five lanes with bike lanes and sidewalks	Planning								
				Prelim Eng	2008	Other / Local	\$562,500					
				Right-of-Util	2008	Other / Local	\$562,500					
				Construct	2008	Other / Local	\$2,625,000				\$3,750,000	Non-Exempt
				Other								
804	14424	Atlantic Ave., Ave. A to Ave. G	New three lane urban major collector	Planning								
				Prelim Eng	2008	Other / Local	\$450,000					
				Right-of-Util	2008	Other / Local	\$450,000					
				Construct	2008	Other / Local	\$2,100,000				\$3,000,000	Non-Exempt
				Other								
805	14425	Ave. G/Kirtland Rd., Pacific Ave. to Table Rock Rd.	New two lane urban industrial collector	Planning								
				Prelim Eng	2008	Other / Local	\$225,000					
				Right-of-Util	2008	Other / Local	\$225,000					
				Construct	2008	Other / Local	\$1,050,000				\$1,500,000	Non-Exempt
				Other								
806	14426	Ave. G, OR 62 to Atlantic	New three lane urban major collector	Planning								
				Prelim Eng	2008	Other / Local	\$390,000					
				Right-of-Util	2008	Other / Local	\$390,000					
				Construct	2008	Other / Local	\$1,820,000				\$2,600,000	Non-Exempt
				Other								
807	14427	Ave. H, Wilson Way to WCUCB	New two lane urban minor collector	Planning								
				Prelim Eng	2008	Other / Local	\$60,000					
				Right-of-Util	2008	Other / Local	\$60,000					
				Construct	2008	Urban Renew	\$280,000				\$400,000	Non-Exempt
				Other								
809	14428	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector	Planning								
				Prelim Eng	2008	Other / Local	\$225,000					
				Right-of-Util	2008	Other / Local	\$225,000					
				Construct	2008	Other / Local	\$1,050,000				\$1,500,000	Non-Exempt
				Other								
816	13782	Ross Lane North, McAndrews Rd. to Rossanley Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	Planning								
				Prelim Eng	2006	Mod	\$250,000					
				Right-of-Util								
				Construct	2008	OTIA	\$1,500,000				\$1,750,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Other								
816	15233	Barnett Road - Blue Heron Park Unit 2C	Complete County portions of the Bear Creek Greenway	Planning								
				Prelim Eng	2007	Farmark	\$112,163					
				Right-of-Util	2008	Farmark	\$8,973					
				Construct	2009	Farmark	\$573,765				\$774,735	Exempt (Table 2) - Bicycle and pedestrian facilities
				Other								
851	15252	Jackson County Diesel Retrofit	Retrofit 12 diesel vehicles with 14 retrofits	Planning								
				Prelim Eng								
				Right-of-Util								
				Construct								
				Other	2008	CMAQ (L400)	\$86,141				\$96,000	Exempt - per FHWA
852	15254	East Pine St., I-5 to Peninger Rd.	Adding right turn lane with sidewalks	Planning								
				Prelim Eng	2008	CMAQ (L400)	\$74,027					
				Right-of-Util	2008	CMAQ (L400)	\$74,027					
				Construct	2009	CMAQ (L400)	\$345,461				\$550,000	Exempt (Table 2) - Safety Improvement Program
				Other								
854	New Project	Jackson County Street Sweeper Replacement Purchase	Retrofit 12 diesel vehicles with 14 retrofits	Planning								
				Prelim Eng								
				Right-of-Util								
				Construct								
				Other	2010	CMAQ (L400)	\$152,541				\$170,000	Exempt (Table 2) - Purchase of support vehicles
N/A	New Project	Peachy Rd.: Walker to Hillview	Pave and Improve	Planning								
				Prelim Eng								
				Right-of-Util								
				Construct								
				Other	2011	CMAQ (L400)	\$358,920				\$400,000	Exempt (Table 2) - Safety, pavement resurfacing
Sub Total Jackson County Projects										\$17,990,735		

Program of FFY 2008-2011 Transportation Projects

Oregon Department of Transportation (ODOT)												
534	13993	Owens Drive, OR 62 to Springbrook (Medford)	New 5-lane street from OR 62 to Springbrook Rd., re-align Crater Lake Ave.	Planning							\$4,300,000	Non-Exempt
				Prelim Eng	2009	OTIA III	\$645,000					
				Right-of-Util	2009	OTIA III	\$645,000					
				Construct	2009	OTIA III	\$2,227,400	Other	\$782,600			
902	12723	I-5: Fern Valley Interchange, Unit 2	Widen I-5 bridge and Fern Valley Rd. to five lanes; replace Bear Creek bridge	Planning							\$35,230,000	Non-Exempt
				Prelim Eng	2003							
				Right-of-Util	2006							
				Construct	2008	STP Earmark	\$4,829,448	OTIA III	\$19,312,600			
903	13994	OR 62: Corridor Solutions Reserve Pool	Construct limited access expressway from Poplar/Hilton to Delta Waters	Planning							\$38,000,000	Non-Exempt
				Prelim Eng	2006							
				Right-of-Util	2006							
				Construct	2009	OTIA	\$12,556,000					
904	13992	OR 140 Freight Extension	Lane and shoulder widening for freight movements	Planning							\$3,250,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
				Prelim Eng	2007							
				Right-of-Util	2008	OTIA	\$250,000					
				Construct	2009	OTIA	\$441,000	State	\$2,009,000			
906	13780	OR 99: Jurisdictional Transfer (Central Point)	Transfer jurisdiction over portion of OR 99 in Central Point (STP Safety Project)	Planning							\$132,000	Exempt (Table 2) - Other, non-construction activity
				Prelim Eng								
				Right-of-Util								
				Construct	2008	STP	\$118,800					
909	14040	I-5: Eagle Mill Rd - Neil Creek Rd - Bundle 301	Replace bridges @ Neil Ck and Eagle Mill (OTIA III Bridge Projects)	Planning							\$38,205,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
				Prelim Eng	2006							
				Right-of-Util	2007							
				Construct	2008	OTIA	\$34,022,000					
932	15008	OR 99: Rapp Rd to Valley View Paving	Grind/Inlay and Overlay Pavement	Planning							\$1,800,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng	2009	NHS	\$179,460					
				Right-of-Util	2010	NHS	\$44,865					
				Construct	2011	NHS	\$1,390,815					
905	15009	OR 140: White City to MP 8	Chip Seal	Planning							\$600,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng	2009	NHS	\$89,730					
				Right-of-Util								
				Construct	2010	NHS	\$448,650					
558	15004	OR 62 @ Coker Butte	Realign Coker Butte to East; Signalization	Planning							\$5,900,000	Exempt (Table 2) - Safety
				Prelim Eng								
				Right-of-Util								
				Construct	2008	OTIA	\$5,294,070					
911	14985	OR 238 @ N. Ross	Install New Traffic Signal	Planning							\$250,000	Exempt (Table 2) - Safety
				Prelim Eng								
				Right-of-Util	2009	STP-S	\$22,433					
				Construct	2010	STP-S	\$134,595					
909	14641	I-5: N Ashland Intchg - Greensprings - Bundle 314	Replace bridges @ N. Ashland interchange and Greensprings (OTIA III Bridge Projects)	Planning							\$15,808,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
				Prelim Eng	2006							
				Right-of-Util	2006							
				Construct	2008	OTIA	\$14,194,000					
909	15003	I-5: Exits 14 & 19 Interchange Improvements	Widen Structures; Signalization; Lighting	Planning							\$3,000,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
				Prelim Eng								
				Right-of-Util								
				Construct	2008	OTIA	\$2,691,900					
Sub Total ODOT Projects										\$146,475,000		

Program of FFY 2008-2011 Transportation Projects

RTP#	Key #	Location	Description	Work	Year	Fund	Cost	Fund	Cost	Total Cost	Conformity
Rogue Valley Transportation District (RVTD)											
1007	14433	Urban Operations Support		Other	2008	5307	\$1,700,000			\$3,400,000	Exempt (Table 2) - Operating assistance to transit agencies.
1008	14434	Urban Operations Support		Other	2009	5307	\$1,750,000			\$3,500,000	Exempt (Table 2) - Operating assistance to transit agencies.
1011	14435	Capitalization of Maintenance (MPO STP Transfer)		Other	2008	MPO STP (to 5307)	\$582,083			\$648,705	Exempt (Table 2) - Operating assistance to transit agencies.
1012	14436	Capitalization of Maintenance (MPO STP Transfer)		Other	2009	MPO STP (to 5307)	\$655,926			\$731,000	Exempt (Table 2) - Operating assistance to transit agencies.
1032	New Project	Capitalization of Maintenance (MPO STP Transfer)		Other	2010	MPO STP (to 5307)	\$666,509			\$742,794	Exempt (Table 2) - Operating assistance to transit agencies.
1033	New Project	Capitalization of Maintenance (MPO STP Transfer)		Other	2011	MPO STP (to 5307)	\$688,237			\$767,009	Exempt (Table 2) - Operating assistance to transit agencies.
1015	13775	TDM Rideshare Projects		Other	2008	STP	\$130,109			\$145,000	Exempt (Table 2) - Operating assistance to transit agencies.
1017	15016	TDM Rideshare Projects		Other	2011	STP	\$134,595			\$150,000	Exempt (Table 2) - Operating assistance to transit agencies.
1018	15015	TDM Rideshare Projects		Other	2010	STP	\$134,595			\$150,000	Exempt (Table 2) - Operating assistance to transit agencies.
1016	13824	TDM Rideshare Projects		Other	2009	STP	\$130,109			\$145,000	Exempt (Table 2) - Operating assistance to transit agencies.
1031	New Project	RVTD Mass Transit		Other	2008	STP-S	\$370,585			\$413,000	Exempt (Table 2) - Operating assistance to transit agencies.
1030	New Project	RVTD Van Pool		Other	2008	STP-S	\$39,600			\$44,132	Exempt (Table 2) - Operating assistance to transit agencies.
1029	New Project	RVTD Preventative Maintenance		Other	2008	STP-S	\$144,466			\$161,001	Exempt (Table 2) - Rehabilitation of transit vehicles
1034	New Project	RVTD On-board Diagnostic System - ITS		Other	2011	CMAQ (L400)	\$98,703			\$110,000	Exempt (Table 2) - Purchase of new buses to replace existing vehicles.
Sub Total RVTD Projects										\$11,107,641	
Total All Projects										\$197,984,788	

Financial Constraint

Safe, Accountable, Flexible, Efficient Transportation Equity Act Legacy for Users (SAFETEA-LU) requires the development of a financial plan as part of the RTP and TIP planning process. The financial plan demonstrates that the existing system of transportation facilities is being adequately operated and maintained. The plan further demonstrates which projects can be implemented using current revenues and funding sources and which projects will be implemented using proposed revenue sources. A comprehensive financial analysis was conducted to develop the 2005-2030 Regional Transportation Plan (RTP Financial Element – Chapter 18). This analysis included the TIP years of 2008-2011. For informational purposes, relevant sections of the financial analysis findings are summarized below.

Adequate Maintenance and Operation of Existing System

The financial analysis completed for the Regional Transportation Plan includes estimates for capital funding availability over the 25-year planning period for each jurisdiction. For each MPO member jurisdiction, funding for capital projects was estimated after subtracting forecast operations, maintenance and administration expenses. Chapter 18 of the 2005-2030 RTP shows the forecast revenues, non-capital needs and the capital funds available for each jurisdiction for the short (2005-2009), medium (2010-2015) and long-range (2016-2030) time frames. To arrive at the available funding estimate for years 2008-2011, year 2005 revenues were subtracted from the short-range street system analysis and then FY 2006-2009 and FY 2008-2011 transit funding (RVTD) was added. These figures are summarized below in Table 5 and included in detail in Appendix D.

Table 5 Demonstration of Financial Constraint

Description	Time Range	FY05-30 RTP	FY 2008-2011 TIP
Total Revenue	Short	\$281,597,000	\$275,848,095 Estimated by subtracting FY2005 revenues (\$35,765,000) from the short-range RTP estimate and then adding 2006-2009 RVTD funding (\$18,779,000) and 2008-2011 RVTD funding (\$11,237,095)..
	Medium	\$59,502,000	
	Long	\$120,781,000	
	Total	\$461,880,000	
Total Expenditures	Short	\$280,068,000	\$199,084,582
	Medium	\$54,825,000	
	Long	\$120,021,000	
	Total	\$454,914,000	
Difference Between Total Revenues & Expenditures		\$6,966,000	\$24,645,095
<p>Statement of Financial Constraint: Each project included in the Fiscal Constraint list of the RVMPO FY2005-2030 RTP and programmed in the FY06-09 & FY08-11 TIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.</p>			

Conservative assumptions based on past expenditures for non-capital (e.g., operations and maintenance) needs were developed in consultation with various departments of each jurisdiction. Through the use of conservative assumptions for non-capital needs, and ensuring that these needs are met before resources are devoted to capital projects, primary emphasis has been placed on the maintenance and operation of the existing system. Projects contained in the 2008-2011 TIP reflect this emphasis. Additionally, Appendix B provides the “Statement of Financial Capacity” for the Rogue Valley Transportation District (RVTD) demonstrating the District’s ability to continue transit operations in the RVMPO.

Available and Committed Revenues and Funding Sources

The funds in the first two years of the TIP, 2008-2009 are available or committed. In air quality maintenance areas, such as the Medford-Ashland AQMA, funds are available or committed for projects in years one and two of the TIP. Available funds include those funds derived from an existing source or funds historically dedicated to transportation. Federal funds generally available to the region on an annual basis are considered committed. Based on historical authorizations, federal funds distributed by formula can be extrapolated beyond the current authorization and be considered committed. Federal funds distributed on a discretionary basis are regarded as a new source and must be shown to be reasonably available.

Reasonably Available Revenues and Funding Sources

Beyond years one and two of the TIP, in non-attainment and maintenance areas, funds must be shown to be reasonably available. These funds may not currently exist or may require some steps before a jurisdiction, agency, or private party can commit such revenues to transportation projects. Past experience with obtaining this type of funding should be included. Where efforts are already underway to obtain a new revenue source, information such as the amount of support for the measure by the community should be included in the financial analysis used for the financially-constrained TIP. Appendix C describes the revenue sources that fund the projects contained within the TIP.

Comparison of FY 2004-2007, FY 2006-2009 and FY 2008-2011 TIP Funding Levels

Table 6 below provides a summary of the project costs by jurisdiction contained in the FY 2004-2007, FY 2006-2009 and the FY 2008-2011 TIPs.

Table 6 FY 2004-2007 / FY 2006-2009 / FY 2008-2011 TIP Funding Level Comparison

Agency	04-07 TIP	06-09 TIP	08-11 TIP	Explanation for Funding Level Discrepancy
Ashland	\$1,969,000	\$3,545,000	\$3,473,966	Added CMAQ project and overlay, Enhancement funds were carried forward.
Central Point	\$6,743,107	\$3,057,000	\$2,334,734	No local funded projects and OTIB loan is not included in TIP.
Eagle Point	\$1,810,000	\$750,000	\$750,000	1 project in 04-07 TIP (OTIA Bridge) and 1 in the 06-09 TIP (STP funded), 1 projects in the 08-11 TIP (STP).
Jackson Co.	\$18,389,706	\$25,750,000	\$17,990,735	Added two new CMAQ projects
Jackson ville	\$3,505,000	-	\$593,000	No projects in previous TIP. Added two CMAQ projects.
Medford	\$12,890,095	\$13,741,000	\$10,634,604	Added three CMAQ and 1 STP Project
ODOT	\$139,330,250	\$184,816,000	\$147,475,000	OTIA Bridge funds & Earmarks
Phoenix	\$590,459	-	-	No projects
RVTD	\$19,043,212	\$18,779,000	\$12,155,228	Lower TDM funding level.
Talent	\$441,818	\$775,000	\$3,677,315	Increase in STP and CMAQ funds.
Total	\$204,712,647	\$251,213,000	\$199,084,582	

Appendix A: RVMPO Resolution Adopting TIP

Resolution Number 2007-7
Rogue Valley Metropolitan Planning Organization - Policy Committee
Rogue Valley Metropolitan Planning Organization
2008 – 2011 Transportation Improvement Program

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

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

Whereas, a lengthy project identification and selection process was carried out through the development of the 2008-2011 Transportation Improvement Program (TIP); and

Whereas, a public involvement process was developed and implemented throughout the development of the TIP; and

Whereas, the MPO, as required by law, held a 30-day public comment period to secure input and comment on the proposed TIP; and

Whereas, the improvements contained in the TIP demonstrate financial constraint; and

Whereas, the 2008-2011 TIP has been shown to meet the requirements of the Clean Air Act Amendments and Oregon Conformity SIP;

NOW, THEREFORE, the Metropolitan Planning Organization Policy Committee approves and adopts the attached 2008-2011 Transportation Improvement Program.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 28th day of August 2007.



Skip Knight
MPO Policy Committee Vice-Chair

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Appendix B: Statement of Financial Capacity - RVTD



Oregon

Theodore R. Kulongoski, Governor

May 25, 2004

Department of Transportation

Transportation Building
355 Capitol St. NE
Salem, Oregon 97301

RECEIVED
MAY 28 2004
BY

FILE CODE:

Board of Directors
Rogue Valley Transit District
3200 Crater Lake Avenue
Medford, Oregon 97504

RE: ODOT Review # MS04-032

Honorable Board Members

The Oregon Department of Transportation (ODOT) has been assigned responsibility for ensuring that the Schedule of Expenditures of Federal Awards (SEFA) and A-133 Audit for the fiscal year ending June 30, 2003 were prepared and performed in compliance with Federal Office of Management & Budget Circular A-133 (*Audits of States, Local Governments and Non-Profit Organizations*).

Specifically, ODOT reviewed Rogue Valley Transit District's (RVTD) independent auditor report and related financial reports and schedules for assurance of compliance with grant agreement terms and that the internal controls exercised by Rogue Valley Transit District in administering those grant funds were appropriate. ODOT's review was performed on behalf of all State agencies passing federal funds through to Rogue Valley Transit District for the fiscal year. ODOT's acceptance of the audit constitutes acceptance by all agencies of the State of Oregon, although other State agencies may also contact you regarding specific grant monies.

We have completed our review of Rogue Valley Transit District's SEFA and related A-133 audit reports by its independent auditors for the fiscal year ended June 30, 2003 and conclude that RVTD has materially complied with the major program requirements with the following exception.

ODOT reported \$98,457.85 for CFDA # 20.205 - TDM/ Rideshare. Worksheets provided by RVTD staff indicate that TDM/ Rideshare funds were received, but were left off the SEFA because of an oversight. Because of timing differences, the amounts received during 2002-2003 were \$105,341.87 and that amount should have been included on RVTD's schedule. The independent auditor observed a lack of understanding and communication between the District's operations and accounting staff and this may have contributed to the omission. The auditor recommended that management address this lack of communication.

We recommend that Rogue Valley Transit District take the necessary steps to improve communication between the District's operations and accounting staff.

We appreciate the courteous assistance and cooperation we received from the Rogue Valley Transit District Finance Manager and from the Accounting Firm of Purkeypile & Johannsen. This review was performed by Steven Hill, CIA, Senior Contracts Auditor. If you have any questions or comments, please contact Steve at (503) 986-3915, or contact me at (503) 986-6376.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Persons', with a long horizontal flourish extending to the right.

Richard Persons, CPA, Manager
ODOT - Management Services Section

CC: Yvonne Fletes, Rogue Valley Transit District
Dave Tyler, ODOT
Chris Weaver, ODOT Region 3
Martin Loring, ODOT

Appendix C:

Transportation Project Funding Sources

The jurisdictions in the RVMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this TIP. A brief description of each of the fund sources, along with project programming information is provided below. A breakdown of funding sources by program year is provided in Table 4 of the TIP.

FEDERAL FUNDING PROGRAMS

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY

TEA-21 was designed to provide flexibility in federal funding of transportation projects. TEA-21 continues most of the funding programs established under ISTEA, including the: 1) National Highway System; 2) Interstate Program; 3) Surface Transportation Program; 4) Congestion Mitigation and Air Quality Improvement Program; 5) National Scenic Byways Program, and 6) Highway Bridge Rehabilitation and Replacement Program. Some of these major programs contain sub-programs including the Hazard Elimination Program and the Transportation Enhancement Program.

NATIONAL HIGHWAY SYSTEM (NHS) FUNDS

NHS funds are primarily used to fund Interstate and U.S. numbered routes upgrading and improvement projects. Interstate Maintenance (IM) is also considered part of the program funding total. The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System. Up to 50% of program funds may be transferred by the state to the more flexible Surface Transportation Program (STP), or 100% if approved by the U.S. Secretary of Transportation. Funds may be spent on transit projects if ISTEA established criteria are met.

FEDERAL EARMARKS

Earmarks are funding allocations that are tied directly to a project through the legislative process. For example, Congressional authorization of TEA-21 in 2004 included \$2 million to fund completion of the Bear Creek Greenway. These are the only projects in the RTP that are being funded through this source. Although additional earmarks may be awarded in future years, no such assumption has been made to estimate future revenues.

INTERSTATE MAINTENANCE --USC TITLE 23.119

With funding from the Highway Trust Fund, this program funds resurfacing, restoring, rehabilitating, and reconstruction of the Interstate Highway system. Expansion of the capacity of any Interstate highway or bridge, where such new capacity consists of one or more new travel lanes [that are not high-occupancy vehicle lanes or auxiliary lanes,] is not eligible for funding under this section.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The Intermodal Surface Transportation Efficiency Act created the CMAQ program to deal with transportation related air pollution. The program is continued under TEA-21. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ

funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM₁₀) non-attainment areas, if certain requirements are met. Funds are directed to projects and programs in certain non-attainment areas that meet standards contained in the Clean Air Act Amendments of 1990 (CAAA). The projects and programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of the National Ambient Air Quality Standards (NAAQS). If a state has no non-attainment areas, the allocated funds may be used for STP or CMAQ projects. The standard local match required for CMAQ is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

SURFACE TRANSPORTATION PROGRAM (STP)

The STP, a flexible multi-modal block grant-type program, was established as part of ISTEA and continued under TEA-21. It provides funds for a broad range of transportation uses and consolidates the former functions of the Federal Aid Secondary, Urban, and Primary programs. Projects can include highway and transit capital projects, carpool projects, bicycle and pedestrian facilities, planning, and research and development. STP funds are allocated to the state and distributed to cities and counties on a formula basis by the Oregon Transportation Commission. The standard local match required is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION (RVMPO) STP FUNDS

ODOT distributes a portion of its STP funds to Metropolitan Planning Organizations (MPOs) in Oregon's urban areas under a cooperative process. RVMPO receives approximately \$500,000 annually in federal STP funds. The Policy Committee approved allocating five years' of RVMPO STP funds to the Highway 62 Corridor Solutions Unit 1 project (1998-2002). The funds will be used as a match for the TEA-21 earmark received for the Unit 1 project. To be used as match, the STP funds will go through the ODOT fund exchange program. Future allocations of RVMPO STP funds will be distributed on a year-by-year basis.

STP TRANSPORTATION ENHANCEMENT PROGRAM

Each state must set aside 10% of its yearly STP revenues for Transportation Enhancement Activities, which comprise a broad range of projects. Enhancement funds are allocated to local jurisdictions throughout the state on a competitive basis. Eligible transportation enhancement projects include pedestrian and bicycle facilities; preservation of abandoned railway corridors; landscaping and other scenic beautification; control and removal of outdoor advertising; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; historic preservation; rehabilitation and operation of historic transportation buildings, structures, or facilities; archaeological planning and research; and mitigation of water pollution due to highway runoff. The standard local match required is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

STP SAFETY FUNDS

Each state must set aside 10 percent of its base STP funds for safety programs (hazard elimination, rail-highway crossings, etc.). The standard local match required is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

HAZARD ELIMINATION PROGRAM (HEP)

The Hazard Elimination Program provides funding for safety improvement projects on public roads. Safety improvement projects may occur on any public road and must be sponsored by a County or City. To be eligible for federal aid, a project should be part of either the annual element of a Transportation System Plan or the annual listing of rural projects by ODOT, although they do not have to be part of the approved STIP to receive STIP funding.

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

The Highway Bridge Replacement and Rehabilitation (HBRR) Program provides funds to replace or maintain existing bridges; new bridges are not eligible for funding under this program. Currently, Bridge Replacement and Rehabilitation funds are distributed through the STIP process. In the future, these funds will be distributed according to the Unified Bridge Program, a rating system that indicates the condition and traffic level on each bridge in the state.

TIMBER RECEIPTS (UNITED STATES FOREST SERVICE)

The USFS shares 25 percent of national forest receipts with counties. By Oregon law (ORS 294.060), counties then allocate 75 percent of the receipts to the road fund and 25 percent to local school districts. Counties' share of USFS timber receipts is no longer directly tied to the level of timber harvests. Under current legislation, counties are guaranteed payments on a schedule that reduces this support by 3% annually over the next decade. Timber receipt revenues received by Jackson County are included in the Road Fund.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Community Development Block Grants are administered by the Department of Housing and Urban Development and could potentially be used for transportation improvements in eligible areas.

FEDERAL TRANSIT ADMINISTRATION FUNDING

The Federal Transit Administration (FTA) carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive mass transportation systems. Although the transit formula and discretionary program requirements and program structure remain basically unchanged from previous law, recent amendments to the Federal Transit Act achieve such objectives as rail modernization funding and transit and highway funding flexibility and identical matching shares.

The FTA's programs of financial assistance include, but are not limited to, the following:

Section 5303 Metropolitan Planning

Section 5307 Urbanized Area Formula Program

Section 5309 Discretionary and Formula Capital Program

Section 5310 Elderly/Disabilities

Section 5311 Rural Area Formula Program

TRANSIT SECTION 5303 FUNDS

Transit Section 5303 funds are part of the Transit Planning and Research Program. Of these funds, 45 percent are for Metropolitan Transit Planning, 5 percent for the Rural Transportation

Assistance Program, 10 percent to states for planning, research, and training, 10 percent for a new Transit Cooperative Research Program, and 30 percent for a National Planning and Research Program.

The Metropolitan planning funds are allocated to states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the U.S. Secretary of Transportation. Typically, the 5303 allocations are spent for transit planning and coordination within the region. Section 5303 funds will be programmed on an annual basis.

TRANSIT SECTION 5307 FUNDS

The Section 5307 Formula Grant Program makes funds available on the basis of a statutory formula to all urbanized areas in the country. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local. Operating assistance is capped at a percentage of the total Section 5307 apportionment for each urban area.

TRANSIT SECTION 5309 FUNDS

Nationally, funds for the Section 5309 Discretionary and Formula Capital Program are split 40 percent for New Starts, 40 percent for Rail Modernization, and 20 percent for bus and “other.”

New Start projects must be:

- based on the results of alternatives analysis and preliminary engineering;
- justified based on mobility improvement, environmental benefit, cost effectiveness, and operating efficiency; and
- supported by an acceptable degree of local financial commitment.

Rail modernization funds are allocated by formula rather than on a discretionary basis. Recipients of the first allocations of these funds are the 11 historic rail cities and cities with fixed guideways. Any remaining monies are allocated to the same cities.

Bus and “other” capital funds are generally used for bus purchases and other related equipment. At least 5.5% of the total funding allocation must be used in non-urbanized areas. The basic matching ratio for capital projects is 80 percent federal, the same as for highway projects in the FHWA program. The matching ratio is 90 percent federal for the incremental costs of bus-related equipment needed to meet the requirements for the Clean Air Act and Americans with Disabilities Act. The matching ratio for operating assistance remains at 50 percent federal and 50 percent local.

TRANSIT SECTION 5310 FUNDS

The Section 5310 program provides transportation services for elderly and disabled persons. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds can continue to be used for capital costs or for capital costs of contracting for services. Section 5310 funds are awarded on an annual competitive basis.

TRANSIT SECTION 5311 FUNDS

The Section 5311 program provides transportation services for residents in non-urban areas. The funds may be used for both operations support and capital support. 5311 funds have a 50 percent match requirement.

STATE FUNDING PROGRAMS

OREGON HIGHWAY FUND

The major source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers. Revenues are divided as follows: 16% to cities, 24% to counties, and 60% to ODOT. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population.

ORS 366.514 requires at least 1% of the Highway Fund received by ODOT, counties, and cities be spent on the development of footpaths and bikeways. ODOT administers its bicycle/pedestrian funds, handles bikeway planning, design, engineering and construction, and provides technical assistance and advice to local governments concerning bikeways.

SPECIAL CITY ALLOTMENT

ODOT sets aside \$1 million to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of \$25,000 each. The cities of Eagle Point, Jacksonville and Phoenix are eligible for Special City Allotment funds.

SPECIAL PUBLIC WORKS FUNDS (SPWF)

The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create or retain a minimum of 50 jobs. SPWF projects will be programmed as awards are made.

IMMEDIATE OPPORTUNITY FUND (IOF)

The Immediate Opportunity Fund is intended to support economic development in Oregon by providing road improvements where they will assure job development opportunities by influencing the location or retention of a firm or economic development. The fund may be used only when other sources of funding are unavailable or insufficient, and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be "primary" jobs such as manufacturing, distribution, or service jobs.

TRAFFIC CONTROL PROJECTS

The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between state highways and city streets (or county roads). Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy.

ODOT establishes a statewide priority list for traffic signal installations on the State Highway System. The priority system is based on warrants outlined in the Manual for Uniform Traffic Control Devices. Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

STATE SPECIAL TRANSPORTATION FUND (STF)

ODOT's Public Transit section administers a discretionary grant program (Community Transportation Program) derived from state cigarette tax revenues that provides supplementary support for elderly and disabled transportation. A competitive process has been established for awarding STF funds. STF funds will be programmed on an annual basis.

LOCAL FUNDING PROGRAMS

SYSTEMS DEVELOPMENT CHARGES (SDCs)

Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or traffic congestion. The SDC typically varies by the type of development. Transportation SDCs are collected by all MPO member cities and Jackson County.

STREET UTILITY FEES

Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated by a particular use. Street utility fees differ from water and sewer fees because usage cannot be easily monitored. The fees are typically used to pay for maintenance projects. Street utility fees are currently collected by the cities of Ashland, Medford, Phoenix and Talent.

SPECIAL ASSESSMENTS/URBAN RENEWAL AGENCY/LOCAL IMPROVEMENT DISTRICTS (LIDS)

Special assessments are charges levied on property owners for neighborhood public facilities and services, with each property assessed a portion of total project cost. They are commonly used for such public works projects as street paving, drainage, parking facilities and sewer lines. The justification for such levies is that many of these public works activities provide services to or directly enhance the value of nearby land, thereby providing direct financial benefits to its owners. Urban renewal agencies are essentially a form of a special assessment district.

Local Improvement Districts are legal entities established by local government to levy special assessments designed to fund improvements that have local benefits. Through an LID, streets or

other transportation improvements are constructed and a fee is assessed to adjacent property owners. LIDs are currently being used by MPO jurisdictions.

LOCAL PARKING FEES

Parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Parking fees are not currently collected in the MPO area.

REVENUE BONDS

Revenue bonds are financed by user charges, such as service charges, tolls, admissions fees and rents. If revenues from user charges are not sufficient to meet the debt service payments, the bond issuer generally is not legally obligated to levy taxes to avoid default, unless they are also backed by the full faith and credit of the issuing governmental unit. In that case, they are called *Indirect General Obligation Bonds*. Revenue bonds can be secured by a local gas tax, street utility fee or other transportation-related stable revenue stream.

GENERAL OBLIGATION BONDS

All taxpayers of the issuing governmental unit, which must pay the interest and principal on the debt as they come due, finance general Obligation (GO) bonds. *Municipal bonds* are GO bonds issued by a local governmental subdivision, such as a city, and are secured by the full faith and credit of the issuing municipality. Oregon law requires GO bonds to be authorized by popular vote.

PROPERTY TAXES

Local property taxes are used to fund public transportation and could be used to fund other transportation projects. Within the Rogue Valley Transportation District, a portion of the property tax revenue (18 cents per \$1000 assessed valuation) collected by the state goes to RVTD.

FAREBOX REVENUES AND BUS PASS REVENUES

Portions of RVTD's operating funds are received from farebox revenues and bus pass revenues.

LOCAL GAS TAX

A local gas tax is assessed at the pump and added to existing state and federal taxes. Although recently considered by City of Central Point, a local gas tax has not been implemented in the MPO.

VEHICLE REGISTRATION FEES

Counties can implement a local vehicle registration fee. The fee would be similar to the state vehicle registration fee. A portion of a county's fee could be allocated to local jurisdictions. Jackson County does not currently have a vehicle registration fee.

LOCAL JURISDICTION FUNDING

Rogue Valley Transportation District

As described earlier, the Rogue Valley Transportation District receives transportation revenues from property taxes, farebox revenues and bus pass revenues. Nearly all sources of federal and state public transit revenue require a local match, with some grants requiring a 50% local match.

Jackson County

Jackson County's primary sources of transportation revenue include Timber Receipts and Oregon gas tax receipts. The County's revenues are grouped into one large fund known as the Jackson County Road Fund for purposes of developing the capital improvement program.

City of Medford

The City of Medford receives transportation revenues from many sources including: Oregon gas tax revenues; systems development charges; utility fees; and parking fees. Some of these revenues also provide the necessary match for federally funded projects as well as for local projects.

City of Central Point

Oregon gas tax receipts and system development charges are the primary sources of transportation revenue for the City of Central Point.

City of Phoenix

The City of Phoenix receives transportation revenues from several sources including: Oregon gas tax revenues; systems development charges and utility fees.

City of Ashland

The City of Ashland uses Oregon gas tax revenues, STP funds, systems development charges, and utility fees to fund transportation projects.

City of Jacksonville

Oregon gas tax receipts, SDCs and franchise fees are the primary source of transportation revenue for the City of Jacksonville.

City of Eagle Point

Oregon gas tax receipts, STP funds, street utility fees and SDCs are the primary sources of transportation revenue for the City of Eagle Point.

City of Talent

Oregon gas tax receipts, STP funds, street utility fees and SDCs are the primary sources of transportation revenue for the City of Talent.

Appendix D: Transportation Planning Acronyms and Terms

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
COATS:	California Oregon Advanced Transportation Systems
DLCD:	Department of Land Conservation and Development
EMME/2:	Computerized Transportation Modeling Software
EPA:	Environmental Protection Agency
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT:	High Occupancy Toll lane with extra charge for single occupants
HOV:	High Occupancy Vehicle lane for cars with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M or I & M:	Inspection and Maintenance Program for emissions control
ISTEA:	Intermodal Surface Transportation Efficiency Act (1991), now replaced by TEA-21
ITS:	Intelligent Transportation Systems
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils
NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute
OAR:	Oregon Administrative Rules

ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PC:	MPO Policy Committee
PL Funds:	Public Law 112, Federal Planning Funds
PM ₁₀ :	Particulate Matter of less than 10 Micrometers
PM _{2.5} :	Particulate Matter of less than 2.5 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVIA:	Rogue Valley International Airport
RVTD:	Rogue Valley Transportation District
SIP:	State Implementation Plan
SMSG:	Statewide Modeling Steering Group
SMP:	Statewide Modal Planning
SOV:	Single Occupancy Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STP:	Surface Transportation Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TEA-21:	Transportation Equity Act for the 21st Century
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TRADCO:	Transportation Advocacy Committee
TSM:	Transportation Systems Management
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
US DOT:	U.S. Department of Transportation
VMT:	Vehicle Miles of Travel

Appropriation - Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Authorization - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs - Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Conformity Analysis - A determination made by the MPOs and the US DOT that transportation plans and programs in non-attainment areas meet the “purpose” of the SIP, which is to reduce pollutant emissions to meet air quality standards.

Emissions Budget - The part of the SIP that identifies the allowable emissions levels for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstration.

Emissions Inventory - A complete list of sources and amounts of pollutant emissions within a specific area and time interval (part of the SIP).

Exempt / Non-Exempt Projects - Transportation projects which will not change the operating characteristics of a roadway are exempt from the Transportation Improvement Program conformity analysis. Conformity analysis must be completed on projects that affect the distance, speed, or capacity of a roadway.

Federal-aid Highways - Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Functional Classification - The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide, e.g., residential, collector, arterial, etc.

Key Number - Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance - Activities that preserve the function of the existing transportation system.

Maintenance Area - “Any geographical region of the United States that the EPA has designated (under Section 175A of the CAA) for a transportation related pollutant(s) for which a national ambient air quality standard exists.” This designation is used after non-attainment areas reach attainment.

Mobile Sources - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NO_x), and particulate matter (PM₁₀). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

Non-attainment Area - “Any geographic region of the United States that the EPA has designated as non-attainment for a transportation related pollutant(s) for which a national ambient air quality standard exists.”

Regionally Significant – From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- (a) All principal arterial highways;
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.

3C - “Three C’s” = continuing, comprehensive, and cooperative - This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a “continuing, comprehensive transportation planning process carried out cooperatively by states and local communities.” ISTEA’s planning requirements broaden the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decision making points.

Appendix E:
Public Comments and Responses on the TIP

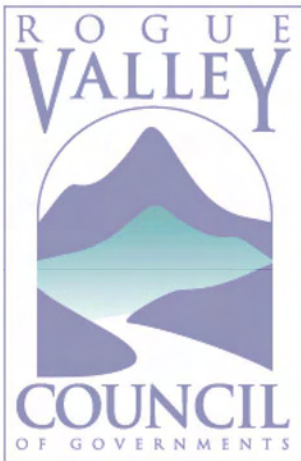
None

Appendix F:
Agency Comments and Responses on the TIP

#	Comment Received	MPO Response
1	The Hwy 99 Project in Phoenix is missing.	The Hwy 99 project is a phase of the Fern Valley Interchange. Any construction efforts on Hwy 99, that are a direct result of the Fern Valley Interchange Project are contained in the scope of the interchange reconstruction.

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**Rogue
Valley
Council of
Governments**



**Rogue Valley
Metropolitan Planning
Organization**

Air Quality Conformity Determination

***for
FY 2008-2011
Transportation Improvement Program (TIP)***

Published by:
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REC'D JAN 22 2008

January 16, 2008
IN REPLY REFER TO
90.250
724.442

Ms. Vicki Guarino
Planning Program Manager
Rogue Valley Metropolitan Planning Organization
PO Box 3275
Central Point, OR 97520

RE: United States Department of Transportation (USDOT) Air Quality Conformity Determination
Fiscal Year (FY) 2008-2011 Transportation Improvement Program (TIP)

Dear Ms. Guarino:

On June 19, 2006, the U.S. Environmental Protection Agency (EPA) issued a direct final rule re-designating the area from PM₁₀ non-attainment to maintenance-attainment. The direct final rule was effective August 18, 2006. The Rogue Valley Air Quality Management Area is currently designated maintenance-attainment for particulate matter of less than 10 microns (PM₁₀), while the Medford area is designated maintenance for carbon monoxide.

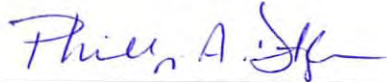
The Clean Air Act (CAA) of 1990 as amended, requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay attainment of the NAAQS. The Metropolitan Planning Organization (MPO) and the U.S. Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in *40 CFR Part 93.104*, Frequency of Conformity Determinations for the TIP. Transportation conformity ensures that 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 State Implementation Plan (SIP).

The FHWA and the FTA have completed our review of the Rogue Valley MPO conformity determination for the FY 2008-2011 TIP. A joint FHWA and FTA air quality conformity determination for the TIP is required by Section 93.104 of the *Transportation Conformity Rule* and *23 C.F.R. 450*, the FHWA and FTA *Metropolitan Planning Rule*, as well as Oregon Administrative Rule (OAR) 340-252-0050. Our USDOT conformity determination is based upon the Rogue Valley MPO's conformity determination analysis and documentation received in our FHWA office on October 22, 2007, interagency consultation and your December 11, 2007 letter documenting the continued validity of the latest planning assumptions used.

The Rogue Valley Policy Committee adopted the FY 2008-2011 TIP and associated air quality conformity determination on August 28, 2007. Governor Kulongoski approved the Rogue Valley Metropolitan Planning Organization (RVMPO) FY 2008-2011 TIP on January 3, 2008. The conformity analysis provided by Rogue Valley MPO indicates that all air quality conformity requirements have been met. Based on our review, we find that the FY 2008-2011 TIP conforms to the SIP in accordance with the *Transportation Conformity Rule* and the Oregon conformity SIP. This federal conformity determination was made after consultation with EPA Region 10, pursuant to the *Transportation Conformity Rule*.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the Rogue Valley MPO's FY 2008-2011 TIP. If you have any questions regarding this conformity determination, please contact Michelle Eraut, FHWA, at (503) 587-4716 or Ned Conroy, FTA, at (206) 220-4318.

Sincerely,



Phillip A. Ditzler
FHWA Division Administrator



R. F. Krochalis
FTA Regional Administrator

cc:

EPA (Wayne Elson)
FTA (Ned Conroy)
ODOT (Paul Mather, Region 3 Manager)
(Terry Harbour, Region 3 Planning Manager)
(Steve Leep, Program and Funding Services Manager)
(Marina Orlando, Environmental Services)
ODEQ (Dave Nordberg)

ME/lg

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Appendix A

Federal Register Budget Adequacy Notices for CO SIP and PM₁₀ SIP

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FY 2008-2011 Transportation Improvement Program (TIP) Projects

Appendix D

2005-2030 RTP Projects

Appendix E

Opportunities for Public Comment on Air Quality Conformity

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Public Comments Received and Responses on Air Quality Conformity Determination

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Agency Comments Received and Responses on Air Quality Conformity Determination

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1.0 OVERVIEW

This document provides an air quality conformity determination for projects included in the 2008-2011 Transportation Improvement Program (TIP). This document also fulfills the requirement to make a conformity determination within 18 months of a Motor Vehicle Emissions Budget Adequacy Finding from EPA (see Appendix A). 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 under OAR 340-200-0040 and approved by EPA, establishes rules and standards for determining air quality conformity of transportation plan, programs and projects within Oregon (specifically, OAR 340 Division 252). By meeting the Oregon standards for air quality conformity, the federal standards are also met.

1.1 Organizational Structure

This document is organized into three main sections. Section 1 provides a general overview of the document purpose. Section 2 lists the critical legislative requirements that must be met through this conformity determination. Finally, section 3 summarizes the analysis which demonstrates that the 2008-2011 TIP and the 2005-2030 RTP meet specific requirements for demonstrating conformity to emission budgets for area pollutants.

1.2 Status of Air Pollutants

The Environmental Protection Agency (EPA) has established health-based National Ambient Air Quality Standards (NAAQS) for six air pollutants: carbon monoxide (CO), particulate matter (PM₁₀ and PM_{2.5}), ozone (O₃), sulphur dioxide (SO₂), nitrogen dioxide (NO₂) and lead (Pb). Areas that fail to meet the standards are designated "non-attainment" and are required to develop plans to come into compliance with the standards. Once compliance is achieved, a maintenance plan is developed to ensure that air quality will not be compromised in the future. These plans are approved by EPA and then included in the State Implementation Plan (SIP).

The Medford Urban Growth Boundary (UGB) is currently classified as a maintenance area for carbon monoxide (CO) and the Medford-Ashland Air Quality Maintenance Area (AQMA) is classified as a maintenance area for particulate matter of less than 10 microns (PM₁₀). See Figure 1 and Appendix A for more detail. Air quality for all other criteria pollutants meets the NAAQS and demonstration of conformity for these pollutants is not required. RVCOG is the responsible agency for CO and PM₁₀ conformity.

Status of CO

EPA approved the Medford CO maintenance plan effective September 23, 2002. The CO maintenance area designated is the Medford Urban Growth Boundary. See Figure 1 for a map of the area and Appendix A for the maintenance plan, and also http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2002_register&docid=02-18585-filed.pdf. The region's maintenance plan (SIP) was approved by EPA as part of the same action. There has not been a violation of the CO

NAAQS in the maintenance area since 1991. While these data show that CO levels are in compliance with the NAAQS and are steadily declining, demonstration of conformity relies upon compliance with the federal and state conformity regulations.

Status of PM₁₀

The Oregon Department of Environmental Quality (ODEQ) has completed an attainment/maintenance PM₁₀ SIP for the Medford-Ashland AQMA and the EPA has recently (April 1, 2005) completed an adequacy finding for the transportation emissions budget from this SIP. See Figure 1 and Appendix A for more detail; also

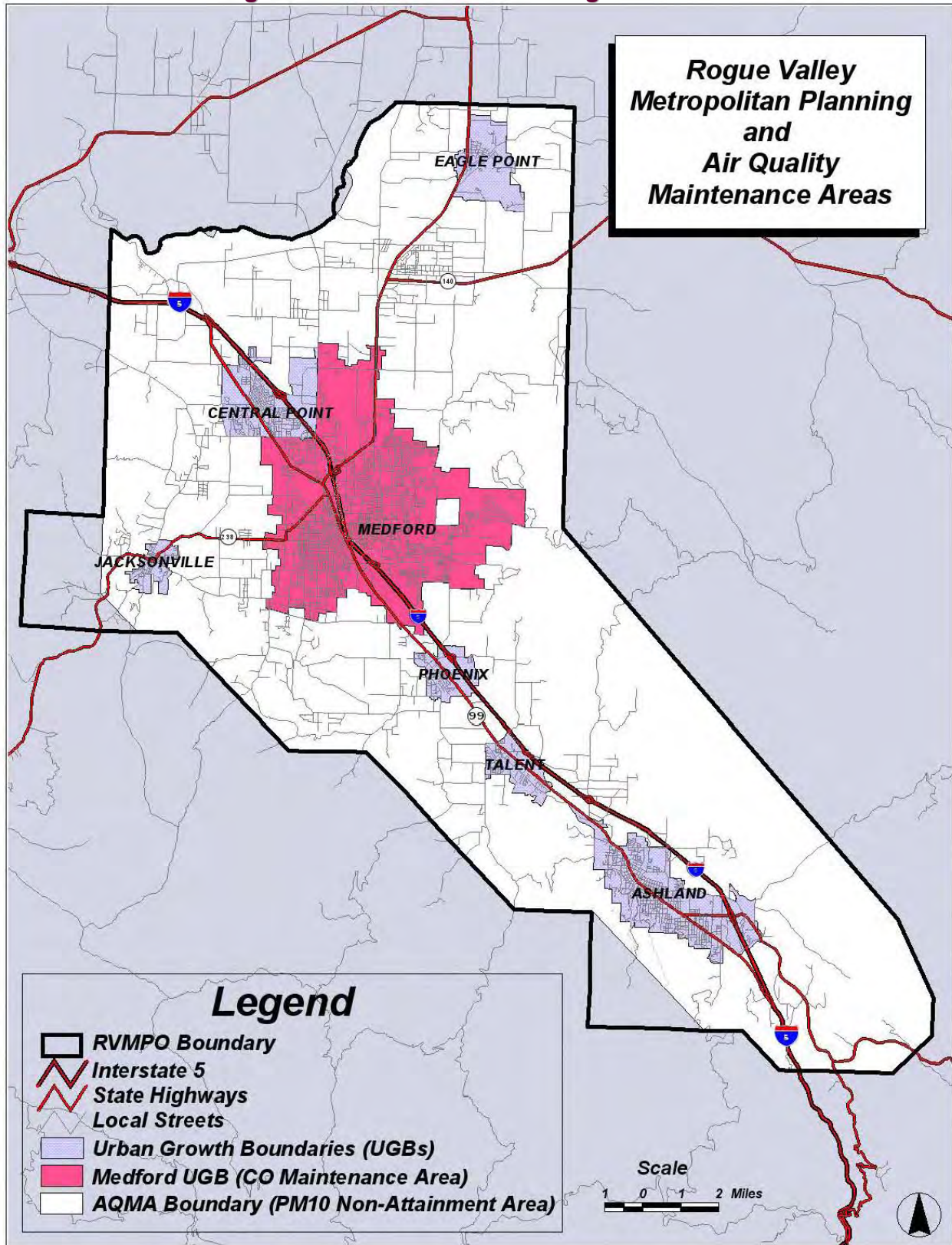
<http://a257.g.akamaitech.net/7/257/2422/01jan20051800/edocket.access.gpo.gov/2005/pdf/05-5325.pdf>

There have been no violations of the NAAQS for PM₁₀ since 1993.

1.3 Purpose of this Determination

The RVMPO TIP serves as the short-range implementing program for projects in the Medford Urbanized Area. As such, these documents must be found to conform to regulations codified in both federal and state statute. This document provides the basis for the RVMPO's issuance of a determination that projects included in the 2008-2011 Transportation Improvement Program (TIP) conform to the requirements of the Clean Air Act Amendments of 1990, codified in federal statute under 40 CFR Part 93, as amended, and state statute under OAR 340 Division 252.

Figure 1 RVMPO Area Planning Boundaries



2.0 DEMONSTRATION OF CONFORMITY FOR CO & PM₁₀

2.1 General Requirements

OAD 340-252-0050 and 40 CFR 93.104: Frequency of Conformity Determinations

The most recent conformity determinations on the Rogue Valley RVMPO's RTP and TIPs were made official on April 27, 2005 respectively (see Appendix B). A new RTP or TIP must be shown to demonstrate conformity with the Clean Air Act before the plans are adopted by the RVMPO. On April 5, 2005, The RVMPO Policy Committee adopted the 2005-2030 Rogue Valley RVMPO RTP and the 2008-2011 TIP. Therefore, the 2005-2030 RTP fulfills the requirement under 23 CFR 450.322(a) to update the RTP at least as frequently as every three years and 23 CFR 450.324 (b) to update the TIP every two years. In addition to the RTP and TIP triggers for a new conformity determination, this document also fulfills the requirement to make a conformity determination with 18 months of a Motor Vehicle Emissions Budget Adequacy Finding from EPA

OAD 340-252-0060 and 40 CFR 93.105: Consultation

The RVMPO is the lead agency responsible for making the conformity determination for the RTP and TIP. The RVMPO TAC is the standing committee for the purposes of consultation on air quality. Members include representatives of the local jurisdictions of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, Jackson County, the White City Urban Renewal Agency, USDOT, DLCD and ODOT. This committee meets monthly. The meetings are open to the public and are advertised by both e-mails to interested parties and web postings.

The RVMPO conferred with the RVMPO TAC and consulted with and briefed other agencies. Eight conference calls were held by a subcommittee of the TAC, the Interagency Consultation Team (IAC) to discuss details of the methods to be used in completing the conformity determination. The IAC was composed of representatives of FHWA, FTA, EPA, ODEQ and ODOT, as well as RVMPO staff.

Interagency Consultation Dates

DATE	PRESENT
6-25-07	Michelle Eraut, FHWA; Dave Goodwin, ODOT; Anna Kemmerer, ODEQ; Dave Nordberg, ODEQ; Wayne Elson, EPA; Matt Hermen, RVCOG; Sue Casavan, RVCOG

Opportunities for public review and comment began in May 2007 and continued through the scheduled Policy Committee adoption date of August 28, 2007. Approximately thirty separate meetings were held to notify RVMPO jurisdictions and community groups of the findings in the conformity determination.

OAR 340-252-0070 and 40 CFR 93.106: Content of Transportation Plans

The 2005-2030 RTP contains a horizon (target) year of 2030, the end of the forecast period of the RTP. For this year, employment and population were quantified, and land use projections were made based on the acknowledged comprehensive plans of RVMPO member jurisdictions. Land use designations in these plans were assumed to be in place through the forecast period.

The highway and transit projects described within the RTP are divided into “Financially Constrained” and “Illustrative” implementation phases. All projects are sufficiently identified by design concept, scope, and location to ensure adequate modeling of route options and travel times. For the purposes of the conformity determination, the 2030 transportation network is composed of the 2002 base transportation network modified by projects completed through 2005, projects now under construction, projects programmed in the 08-11 TIP, and projects in the RTP 2030 financially constrained list.

OAR 340-252-0090 and 40 CFR 93.108: Fiscal Constraints for Transportation Plans and TIPs

Table 1 provides a summary of the RTP and TIP financial analyses and demonstrates financial constraint. Appendices D and E provide tabular listings of all projects included in the 08-11 TIP and the Financially Constrained projects of the 2005-2030 RTP, respectively. All revenue sources listed in the TIP table are current.

Table 1 Financial Constraint Assessment

Description	Time Range	FY05-30 RTP	FY 2008-2011 TIP
Total Revenue	Short	\$281,597,000	\$275,848,095 Estimated by subtracting FY2005 revenues (\$35,765,000) from the short-range RTP estimate and then adding 2006-2009 RVTD funding (\$18,779,000) and 2008-2011 RVTD funding (\$11,237,095)...
	Medium	\$59,502,000	
	Long	\$120,781,000	
	Total	\$461,880,000	
Total Expenditures	Short	\$280,068,000	\$251,203,000
	Medium	\$54,825,000	
	Long	\$120,021,000	
	Total	\$454,914,000	
Difference Between Total Revenues & Expenditures		\$6,966,000	\$24,645,095
Statement of Financial Constraint: Each project included in the Fiscal Constraint list of the RVMPO FY2005-2030 RTP and programmed in the FY06-09 & FY08-11 TIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.			

For additional detail on the financial projections used to constrain the projects in both the RTP and the TIP, please see Chapter 8, Figure 8-3 and Chapter 18 of the 2005-2030 Regional Transportation Plan

2.2 Criteria and Procedures for Determining Conformity

OAR 340-252-0100 and 40 CFR 93.109: General

In order to demonstrate conformity of a transportation plan and TIP, specific criteria listed in OAR 340-252-0110 through 340-252-0190 (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 described in the following sections.

The RVMPO travel demand model was used to determine traffic volumes for the analysis years of 2010, 2015, 2020 and 2030 (planning horizon). The CO air quality conformity analyses compare 2015, 2020 and 2030 projected emissions with the emissions budget for those same years. The PM₁₀ air quality conformity analyses compare 2010, 2015, 2020 and 2030 action scenarios with the emissions budget for those same years.

Table 2 Conformity Determination Parameters

Years	Details
TIP Years:	2008 - 2011
RTP Years:	2005 – 2030

RTP Planning Horizon Year:	2030	
Conformity Analysis Years:		
Carbon Monoxide	2015	SIP Budget Year
	2020	SIP Budget Year
	2030	RTP Horizon Year
Particulate Matter (PM ₁₀)	2010	SIP Budget Year
	2015	SIP Budget Year
	2020	Intermediate Year (analysis no more than 10 years apart)
	2030	RTP Horizon Year

The Medford Urban Growth Boundary has been designated a CO maintenance area and the Medford-Ashland Air Quality Maintenance Area (AQMA) has been designated a nonattainment area. The conformity test applied to both CO and PM₁₀ is that of the motor vehicle budget test.

OAR 340-252-0110 and 40 CFR 93.110: Latest Planning Assumptions

Key assumptions are based on population and employment forecasts for the modeled area’s 316 transportation analysis zones (TAZs). The transportation network of the 2005-2030 RTP is defined as shown in Figures 2 and 3. The population projections within this document were prepared based on county level forecasts by the State Office of Economic Analysis. The employment projections were based on county-level employment sector forecasts by the Oregon Employment Department. This conformity determination analysis uses projections of 2005 - 2030 population and employment as refined to the TAZ level by RVMPO. Each jurisdiction signed off on its forecasts after detailed review, and provided an approval in writing to the MPO of its demographic data. This was accomplished individually also through a TAC vote 11/10/05.

Table 3 RVMPO Population Forecast

Jurisdiction	2000	2002	2005	2008	2010	2015	2020	2025	2030
Ashland	18,966	19,573	20,006	20,440	20,729	21,451	22,174	22,897	23,619
Central Point	12,857	14,484	15,333	16,182	16,748	18,164	19,579	20,995	22,410
Eagle Point	4,969	6,121	6,821	7,521	7,987	9,153	10,320	11,486	12,652
Jacksonville	2,564	2,700	2,826	2,952	3,036	3,246	3,455	3,665	3,875
Medford	67,952	67,077	68,062	74,889	80,704	85,463	90,223	94,982	99,742
Phoenix	4,965	5,325	5,543	5,761	5,907	6,270	6,634	6,997	7,361
Rural JaCo within RVMPO	21,948	21,396	21,369	21,343	21,325	21,280	21,236	21,191	21,147
Talent	5,712	5,643	6,022	6,401	6,654	7,286	7,918	8,550	9,182
White City	6,665	7,188	7,907	8,626	9,106	10,304	11,502	12,701	13,899
TOTAL	146,600	149,507	153,889	164,114	172,195	182,618	193,041	203,464	213,887

Source: RVMCOG

Table 4 RVMPO Employment Forecast

Jurisdiction	2002	2005	2008	2010	2015	2020	2025	2030
Ashland	8,505	8,632	8,780	8,873	9,108	9,342	9,577	9,811
Central Point	2,989	3,118	3,301	3,461	3,859	4,258	4,656	5,278

Jurisdiction	2002	2005	2008	2010	2015	2020	2025	2030
Eagle Point	544	659	820	956	1,298	1,640	1,982	2,449
Jacksonville	645	676	710	734	793	853	912	1,012
Medford	44,440	45,386	46,386	47,088	48,843	50,599	52,354	54,634
Phoenix	1,211	1,263	1,333	1,391	1,539	1,686	1,834	1,981
Rural JaCo	3,579	3,518	3,456	3,415	3,313	3,210	3,108	3,005
Talent	1,033	1,124	1,226	1,302	1,491	1,681	1,870	2,060
White City	4,759	4,980	5,199	5,372	5,812	6,252	6,693	7,123
TOTAL	67,705	69,355	71,210	72,592	76,057	79,521	82,986	87,353

Source: RVCOG

OAR 340-252-0120 and 40 CFR 93.111: Latest Emissions Model

The emissions calculations for this conformity determination were performed using factors derived from the Environmental Protection Agency's (EPA's) approved model, MOBILE 6.2.03 as discussed in Appendix C. The IAC discussed and agreed to all critical assumptions used.

OAR 340-252-0140 and 40 CFR 93.113: Timely Implementation of Transportation Control Measures (TCMs)

The Rogue Valley Area CO Maintenance Plan approved by the EPA includes no TCMs. Therefore, the 08-11 TIP is not subject to implementing transportation control measures that strategically reduce Carbon Monoxide. The control measures addressed in the CO Maintenance Plan are non-road, stationary, and area in scope. They include:

- Federal New Car Program
- Motor Vehicle Inspection Program
- Major New Source Review
- Woodstove Curtailment

The State Implementation Plan (SIP) for Particulate Matter (PM10) in the Medford-Ashland Air Quality Maintenance Area (AQMA) implements one Transportation Control Measure (TCM). PM10 emission reduction strategies for the AQMA include street cleaning programs for the City of Medford, White City, and the connecting transportation corridor (Highway 62). Jackson County used funding from the Congestion Mitigation & Air Quality (CMAQ) program to purchase a high efficiency street cleaner for use in the Medford-White City area. This street cleaning program is considered by the DEQ to be a TCM for reducing particulate pollution. At a minimum, the cleaning program must continue to use a high efficiency, vacuum street sweeper(s), providing geographical coverage that includes the cities of Medford, White City and significant intervening travel corridors, and provide cleaning frequency no less than twice per month. The 08-11 TIP identifies two projects, funded by CMAQ, to replace the current Medford and Jackson County street sweepers with Shwartz A7000 Sweepers. These sweepers will employ regenerative air filtration systems; along with vacuum suction to cleaner the streets, eliminating particulate matter better than before.

OAR 340-252-0150 and 40 CFR 93.114: Currently Conforming Transportation Plan and TIP

The RTP was last amended and conformed on April 5, 2005. (See USDOT letter included in Appendix B). The current FY 06-09 TIP was adopted and conformed on April 5, 2005 (see Appendix B).

OAR 340-252-0190 and 40 CFR 93.118: Motor Vehicle Emissions Budget

In the Medford-Ashland AQMA the motor vehicle budgets established in the CO and PM₁₀ SIPs are used to demonstrate conformity. Consistency with the respective budget must be demonstrated for the last year of the transportation plan's forecast period (2030), for every year for which the respective SIP has established a budget, and for any intermediate years as necessary so that the demonstrations of consistency are no more than 10 years apart. Three analysis years were required for the CO conformity determination and four for the PM₁₀ determination:

CO

- 2015 (a SIP budget year)
- 2020 (a SIP budget year)
- 2030 (RTP horizon year)

PM₁₀

- 2010 (a SIP budget year)
- 2015 (a SIP budget year)
- 2020 (an intermediate date to ensure analyses are at least as frequent as 10 years)
- 2030 (RTP horizon year)

These years were determined through extensive interagency consultation to meet the requirements of this regulation. The entire travel network was analyzed, and emissions computed for travel within the modeled area. All regionally significant projects and those that are readily modelable, contained in the RTP and TIP were included in the analysis.

The regional emissions analysis meets the requirements of OAR 340-252-0230 and 40 CFR 93.122, as described below. **As shown in the next Section, emissions for all analysis years are estimated to be less than the motor vehicle budget in the CO and PM₁₀ SIPs; thus the budget tests are met.**

2.3 Regional Emissions Analysis & Methodology

Relying on Previous Regional Emissions Analysis

The RVMPO has the ability to rely on the previous regional emissions analysis for the 08-11 MTIP conformity determination based on the findings:

- No regionally significant projects are added or deleted.
- Projects in the 08-11 TIP are consistent with the 2005-2030 RTP.
- The previous analysis is less than 3 years old.
- The 08-11 MTIP horizon is contained within the 2005-2030 RTP years.
- The previous regional emissions analysis passes all the existing budgets.
- No new budgets have been enacted since the last determination.

The findings are consistent with the requirements, described at 40 CFR 93.122.

Emissions Factors

As required by OAR 340-252-0120 (equivalently, 40 CFR 93.111), the EPA-approved MOBILE 6.2.03 model was used to estimate CO and tailpipe PM₁₀ emission factors in the modeled area. Environmental and program parameter values were provided to RVMPO and the Oregon Department of Transportation's Transportation and Planning Unit (TPAU) by the State Department of Environmental Quality (DEQ). RVMPO and TPAU staff used these local values to run the emissions model MOBILE 6.2.03 to compute air quality emissions per vehicle mile traveled (VMT) by speed range and by facility type.

VMT Estimates

The transportation model is a four-step model of trip generation, trip distribution, mode choice and vehicle assignment. The traffic forecasting software package, emme/2, was used to determine traffic estimates and forecasts for the entire modeled area for each analysis year. Specific data obtained from the model included speed, volumes and vehicle miles traveled as well as facility types. 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.

Total Emissions

The Medford Urban Growth Boundary (UGB) is the CO maintenance area and the RVMPO boundary is almost identical to the PM₁₀ nonattainment area. See Figure 1. The approach to the estimating CO and PM₁₀ emissions in these two areas is shown in Table 5 below.

Table 5 Air Quality Boundaries and Estimation Approach

Boundary Area	Description	Conformity Analysis Approach
Current RVMPO Boundary	Established in 2003 in response to results from 2000 Census which substantially increased the size of the federally-designated Medford Urbanized Area. Fully contains all boundaries described below.	Contains both modeled and non-modeled roadways. Emissions have been determined through a combination of strategies as identified below.

Boundary Area	Description	Conformity Analysis Approach
AQMA Boundary (<i>PM₁₀ nonattainment area</i>)	Slightly smaller than the current RVMPO boundary. Serves as the nonattainment area for PM ₁₀ .	For purposes of air quality conformity, considered identical to RVMPO boundary since no significant transportation facilities in the additional area. The re-entrained dust portion of the PM ₁₀ analysis is calculated using AP-42 methodology.
Pre-2003 RVMPO Boundary (<i>modeled area</i>)	Contains the Urban Growth Boundaries (UGBs) of Central Point, Medford, and Phoenix along with portions of unincorporated Jackson County and the White City Urban Containment Boundary. Fully contains the modeled street network.	Travel demand model (emme/2) produces estimates that are fed into latest Mobile emissions model. Output is used for brake wear, tire and tailpipe emissions portion of PM ₁₀ analysis. combined with “donut” area estimates for PM ₁₀ analysis
“Donut” Area (<i>non-modeled area</i>)	This is the area within the current RVMPO boundary and outside the pre-2003 RVMPO boundary. This portion of the RVMPO does not have a modeled street network.	Brake wear, tire and tailpipe PM ₁₀ emissions are estimated using travel data that have been calculated without the aid of a transportation demand model.
Medford Urban Growth Boundary (<i>CO maintenance area</i>)	The Medford Urban Growth Boundary (UGB) is a boundary outside the city limits that is planned for future development. This boundary serves as the maintenance area for CO.	Travel demand model (emme/2) produces estimates that are fed into latest Mobile emissions model. Output is reported in CO analysis.

Total Emissions – CO

Carbon monoxide emissions within the applicable area (the Medford UGB) were estimated through the Mobile 6 model. The emme/2 transport model has been linked directly, through a software interface, to the MOBILE 6.2.03 model, so that inputs to the transport model lead directly to emission outputs. The result is total CO emissions for each analysis year for the CO area.

For CO analysis, estimated emissions calculated for future years must be lower than budgets contained in the CO SIP.

Computer modeling has been performed for the forecast years 2015, 2020 and 2030. Credits for air-quality-improving projects, often funded with federal Congestion Mitigation and Air Quality (CMAQ) funds could theoretically have been offset against the future year emissions estimates; however, such offset calculations were not required in order to meet the CO budget test.

Carbon monoxide emission factors for Medford’s fleet of vehicles when operated at specific speeds were multiplied by total VMT at those speeds. The emme/2 regional transportation model predicted travel speeds and traffic volumes for each analysis scenario. Table 6 in the next section summarizes results of the conformity analyses for CO.

Total Emissions – PM₁₀

PM₁₀ emissions have been estimated for the AQMA using two separate data sets – modeled VMT and off-model VMT. Table 5 on the previous page showed the methodology for each of the modeled and non-modeled areas of the AQMA.

VMT Calculations within Modeled Area

The RVMPO model provides a forecast of average daily traffic on each link. The daily traffic assignment for each link is multiplied by each link's length, to yield Vehicle Miles Traveled, or VMT, for each link. VMT is multiplied by PM₁₀ emission factors for on-road vehicle emissions and re-suspended road dust. On-road emission factors for exhaust, tire and brake wear emissions were developed using the EPA MOBILE6.2.03 model (see Appendix C).

Re-suspended road dust emission factors were calculated for each analysis year and for six facility types identified in the PM₁₀ SIP using the methodology outlined in EPA's guidance document AP-42. Road dust for unpaved roads was estimated using the emission factor used by ODEQ in the PM₁₀ SIP. See Appendix C.

The modeled RVMPO model network contains approximately 565 one-way link miles. For analysis purposes, this network of links was divided, based on varying PM₁₀ emission factors, into six categories. These six categories include: Interstate 5, High Average Daily Traffic (ADT) streets (ADT=1400+), Low ADT streets (ADT< 1400) and three separate categories for the White City area – an area of high priority for PM₁₀ monitoring due primarily to the heavy concentration of industrial uses.

Computer modeling has been performed for four different forecast years – 2010, 2015, 2020 and 2030.

Off-Model VMT

For all roadways outside of the modeled area, an off-model calculation is used to estimate PM₁₀ emissions. These roadway segments are described in Table 6 below.

Six street types are included in the off-model calculation. In Table 6, these street types are listed under *PM₁₀ Analysis Category*. The first two, *White City* and *Other RVMPO*, make up all the streets (with the exception of unpaved roads) in the former RVMPO area that were not included in the model. The third category, *Unpaved*, represents all unpaved roads in the AQMA. The fourth category, *Donut Area, Low ADT*, represents all paved roads outside the modeled area with an ADT of less than 1,400. The final category, *Donut Area, High ADT*, represents all paved roads, except for Interstate 5, with an ADT of 1,400 or more.

For some of the analysis categories, calculations have been made using assumptions developed by ODOT's TPAU. The ratio of VMT on high and low volume roadways outside the RVMPO is assumed to be the same as it is inside the RVMPO.

Table 6 Off-Model PM₁₀ Analysis Categories and Descriptions

PM ₁₀ Analysis Category		Description	How VMT Calculated
Off-Model VMT	White City	Local streets in White City area	10% of Modeled VMT in White City area ¹
	Other RVMPO	Local streets in RVMPO area (outside White City)	10% of Modeled VMT in RVMPO, excluding White City ¹
	Unpaved	All unpaved streets (all AQMA)	ADT ² X Segment Length
	Donut Area Low ADT	Streets below 1400 ADT outside modeled area of RVMPO	Assumed proportional to ratio of High ADT/Low ADT VMT in modeled RVMPO area ³
	Donut Area High ADT	Streets with over 1400 ADT outside modeled area of RVMPO	ADT ⁴ X Segment Length
	Interstate 5	Interstate 5 segments outside RVMPO	ADT ⁴ X Segment Length

¹ Assumption that local street system VMT is equal to 10% of modeled VMT developed by Oregon Department of Transportation's Transportation Planning and Analysis Unit (TPAU).

² ADT is assumed to be 20 on unpaved roads in 1998, increasing 1.2% per year (TPAU, 12/00).

³ Off-model local streets in the RVMPO are added to the modeled Low ADT streets in order to make a proportional comparison of VMT for off-model Low ADT roads to RVMPO High ADT roads.

⁴ Jackson County Smartmap GIS provides ADT information for Interstate 5 and High ADT roads outside the RVMPO (1998). Annual traffic growth rates of 3% were assumed (TPAU, 12/00) and were applied to these segments in order to estimate future VMT.

Transportation Networks

Appendices D and E list the financially constrained projects from the 2006-2009 TIP and the 2005-2030 RTP. The “non-exempt” projects identified in Appendix E are those that have been included in the transportation network for the analysis years shown in the table. Criteria for projects required to be included in the regional emissions analysis were derived from OAR 340-252-0270 and OAR 340-252-0280 (equivalently, 40 CFR 93.126 and 40 CFR 93.127). See also discussion below and in the next section, *Exempt Projects*.

OAR 340-252-0230 and 40 CFR 93.122: Procedures for Determining Regional Transportation-Related Emissions

All regionally significant projects in the Medford-Ashland AQMA were included in the regional analysis as required by the conformity rule. These included all non-exempt FHWA and FTA-funded capital projects proposed in the fiscally constrained transportation plan and the TIP.

As a usual and continuing practice, all new facilities and all road projects that affect the capacity or speed of existing facilities are included for the appropriate year in the future transportation networks developed for each analysis year. Regionally significant projects outside the modeled area are also included in this analysis. The 2010 network includes the TIP projects that are expected to be operational by 2010. The 2015 network is the 2010 network plus the medium range projects. The 2020 network is the 2015 network without changes except to the model demographic data. The 2030 network is the 2015 network plus the long range phase projects.

RVTD supplied the RVMPO with future year transit networks through 2030 which include conventional transit routes only. As discussed in the transit chapter of the RTP (Chapter 11), it is not possible to add to the transit network until / unless RVTD succeeds in finding a greater permanent long-term funding base.

Two off-model projects were specifically analyzed to identify any emissions that lie beyond the modeled area:

Eagle Point RTP Project #300 – Crystal Dr. at OR 62 – Extend Crystal Dr. west to OR 62 – intersection improvement) – This project provides an alternative connection to Highway 62 in the northern part of Eagle Point. It is planned to be complete at the end of the short-term time range (by 2010). For the purposes of this conformity determination, it has been assumed that this project would generate no additional VMT. This is due to the fact that this street would serve as a more direct alternative to an existing connection and future land uses in this area are assumed to be identical, with or without the new street connection.

Jackson Co. RTP Project #836 - South Valley View Rd., I-5 to OR 99, Widen to five lanes with bike lanes and sidewalks - This project provides an expansion of roadway capacity on South Valley View Road between Highway 99 and the north Ashland I-5 interchange. By offering one additional lane per direction, as well as a continuous center turn lane (5-lane cross section) this project would be similar in nature to the proposed widening of Fern Valley Road in Phoenix – a project included in the RVMPO model. Therefore, to analyze potential VMT increases that may be associated with this project, a review of the area-wide ADT increases linked to the widening of the Fern Valley Interchange was performed.

A review of model results from the year 2015 showed ADT increases along Fern Valley Road in the range of 5 – 10%. To err on the conservative side, an ADT increase of 10% was assumed to accompany the widening of South Valley View Road. When applied to high ADT roadways in the vicinity of this project (including I-5 off ramps, the entire length of widened roadway, and nearby segments of OR 99), a daily VMT increase associated with the project has been estimated to be 103,306 by year 2030. This would equate to 198.14 lbs/day of PM₁₀. This amount of emissions is included in the PM₁₀ projection for 2030.

OAR 340-252-0270 and 40 CFR 93.126: Exempt Projects

A full description of the projects included in the 2005-2030 RTP and their exemption status is provided in Appendix E. The status of these projects has been determined through interagency consultation.

OAR 340-252-0280 and 40 CFR 93.127: Projects Exempt from Regional Emissions Analyses

The lists of projects in Appendices D and E were reviewed during Interagency Consultation. Before projects were included, a step was taken to compare each project with the federal requirements to determine if each is exempt or non-exempt from emissions modeling.

As mentioned above, Appendix E provides further detail as to which projects are exempt from regional emissions analysis. A full description of the projects included in the 2005-2030 RTP and their exemption status is provided in Appendix E. The status of these projects has been determined through interagency consultation.

Traffic Signal Synchronization

OAR 340-252-0290 and 40 CFR 93.128: Traffic Signal Synchronization Projects

Of the 161 traffic signals inventoried within the RVMPO, 106 are synchronized, all within Medford: signal progressions have been taken into consideration by developing intersection approach capacities on the links. No new synchronization projects have been completed since the last conformity determination of October, 2003, and none are known to be scheduled for future implementation.

3.0 RESULTS OF REGIONAL EMISSIONS ANALYSIS

The finding of this conformity determination is that the projects scheduled in the 2008-2011 TIP and the 2005-2030 RTP will result in CO and PM₁₀ emissions lower than respective SIP budgets. As a result, the TIP and RTP comply with specific requirements of the federal Clean Air Act and Oregon State Conformity Rule (OAR 340-252-0010 through OAR 340-252-0290).

Table 7 shows the combined results for all areas and both pollutants:

Table 7 Summary of CO Analysis Findings

Analysis Years	Emissions Estimates (lbs. / day)	Budget (lbs. / day)
2015	15,816	26,693
2020	13,038	32,640
2030	12,052	32,640

Table 8 Summary of PM₁₀ Analysis Findings

Analysis Years	Emissions Estimates		Budget	
	lbs/day	tons/yr*	lbs/day	tons/yr
2010	12,695	2,317	18,993	3,371
2015	14,077	2,569	20,999	3,754
2020	15,488	2,827	20,999	3,754
2030	18,618	3,398	20,999	3,754

* Daily emissions from ADT annualized x 365; this creates a conservative (high) annual figure allowing no downward adjustment for precipitation.

More detail of the PM₁₀ analysis is shown below in Table 9:

Table 9 PM₁₀ Analysis – Model and Off-Model Emissions (lbs/day)

Areas of Analysis		2010	2015	2020	2030	
Re-suspended Road Dust	Model	White City	2,103	2,341	2,586	2,923
		Avenue G	1,541	1,754	1,953	2,215
		Interstate 5	544	615	666	786
		Remaining Area	3,115	3,397	3,681	4,260
	Off-Model	White City	364	405	445	517
		Donut Area Low ADT	967	1,136	1,320	1,802
		Donut Area High ADT	828	970	1,125	1,727
		Interstate 5	261	312	362	501
		Local Streets	260	305	354	483
	Model Area Exhaust, tire, brake		170	124	90	74
Off-Model Exhaust, tire, brake		36	28	21	20	
Unpaved Roads AQMA		2,980	3,164	3,359	3,784	
Total Emissions		13,169	14,551	15,962	19,092	

Appendix A

Federal Register Promulgation of CO and PM₁₀ SIP Budgets

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Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: OR; Medford Carbon Monoxide Nonattainment Area

[Federal Register: July 24, 2002 (Volume 67, Number 142)]
[Rules and Regulations]
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From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr24jy02-11]

ENVIRONMENTAL PROTECTION AGENCY
40 CFR Parts 52 and 81
[Docket #: OR-01-006a; FRL-7240-9]

Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: OR; Medford Carbon Monoxide Nonattainment Area

AGENCY: Environmental Protection Agency.
ACTION: Direct final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving revisions to Oregon's State Implementation Plan (SIP) which were submitted on May 31, 2001. These revisions consist of the 1993 carbon monoxide (CO) base/attainment year emissions inventory for Medford, Oregon, and the revised Medford CO maintenance plan. Oregon concurrently requested redesignation of

Medford from nonattainment to attainment for CO and EPA is approving the redesignation request.

DATES: This direct final rule will be effective on September 23, 2002, without further notice, unless EPA receives adverse comment by August 23, 2002. If adverse comments are received, EPA will publish a timely withdrawal of the direct final rule in the Federal Register informing the public that the rule will not take effect.

ADDRESSES: Written comments should be addressed to: Connie Robinson, EPA, Region 10, Office of Air Quality (OAQ-107), 1200 Sixth Avenue, Seattle, Washington 98101.

Copies of the State's requests and other information supporting this action are available for inspection during normal business hours at the following locations: EPA, Region 10, Office of Air Quality (OAQ-107), 1200 Sixth Avenue, Seattle, Washington 98101, and State of Oregon Department of Environmental Quality, 811 SW Sixth Avenue, Portland, Oregon 97204-1390.

FOR FURTHER INFORMATION CONTACT: Connie Robinson, Office of Air Quality (OAQ-107), EPA, Region 10, Seattle, Washington, (206) 553-1086.

SUPPLEMENTARY INFORMATION: Throughout this document, wherever ``we,''
``us,''
or ``our'' is used, we mean the EPA. Information is organized as follows:

I. Background Information

A. What Is a State Implementation Plan?

B. Why Was This SIP Revision and Redesignation Request Submitted?

C. What Action Is EPA Taking?

II. Basis for EPA's Action

A. What Criteria Did EPA Use To Review the Maintenance Plan and Redesignation Request?

B. How Does the State Show That the Area Has Attained the CO NAAQS?

C. Does the Area Have a Fully Approved SIP Under Section 110(k) of the Act and Has the Area Met All the Relevant Requirements Under Section 110 and Part D of the Act?

D. Are the Improvements in Air Quality Permanent and Enforceable?

E. Has the State Submitted a Fully Approved Maintenance Plan Pursuant to Section 175A of the Act?

F. Did the State Provide Adequate Attainment Year and Maintenance Year Emissions Inventories?

G. How Will This Action Affect the Oxygenated Fuels Program in Medford?

H. How Will the State Continue To Verify Attainment?

I. What Contingency Measures Does the State Provide?

J. How Will the State Provide for Subsequent Maintenance Plan Revisions?

K. How Does This Action Affect Transportation Conformity in Medford?

L. How Does This Action Affect Specific Rules?

III. Final Action

IV. Administrative Requirements

I. Background Information

A. What Is a State Implementation Plan?

Section 110 of the Clean Air Act as amended in 1990 (the Act) requires States to develop air pollution regulations and control strategies to ensure that State air quality meets the National Ambient Air Quality Standards (NAAQS) established by the EPA. These ambient standards are established under section 109 of the Act and they address six criteria pollutants: CO, nitrogen dioxide, ozone, lead, particulate matter and sulfur dioxide.

Each State must submit these regulations and control strategies to us for approval and incorporation into the Federally enforceable SIP. Each State has a SIP designed to protect its air quality. These SIPs can be extensive, containing regulations, enforceable emission limits, emission inventories, monitoring networks, and modeling demonstrations.

Oregon submitted their original section 110 SIP on January 25, 1972, and it was approved by EPA soon thereafter. Other SIP revisions have been submitted over the intervening years and likewise have been approved. The Medford CO SIP revisions and redesignation request submitted on May 31, 2001, are the subject of today's action.

B. Why Was This SIP Revision and Redesignation Request Submitted?

Oregon believes that the Medford, Oregon CO nonattainment area is eligible for redesignation to attainment because air quality data shows that it has not recorded a violation of the primary or secondary CO air quality standards since 1991. The Medford nonattainment area has shown attainment of the CO NAAQS since 1993 and the maintenance plan demonstrates that Medford will be able to remain in attainment for the next 10 years.

C. What Action Is EPA Taking?

Today's rulemaking announces three actions being taken by EPA related to air quality in the State of Oregon. These actions are taken at the request of the Governor of Oregon in response to requirements of the Act and EPA regulations.

First, EPA approves the 1993 base/attainment year CO emissions inventory for Medford. The 1993 inventory establishes a baseline of emissions that EPA considers comprehensive and accurate and provides the foundation for air quality planning in the Medford, Oregon CO nonattainment area.

Second, EPA approves the CO maintenance plan for the Medford nonattainment area into the Oregon SIP.

Third, EPA redesignates Medford from nonattainment to attainment for CO. This redesignation is based on validated monitoring data and projections made in the maintenance plan's demonstration. EPA believes the area will continue to meet the NAAQS for CO for at least ten years beyond this redesignation, as required by the Act.

II. Basis for EPA's Action

A. What Criteria Did EPA Use To Review the Maintenance Plan and Redesignation Request?

Section 107(d)(3)(E) of the Act states that EPA can redesignate an area to attainment if the following conditions are met:

1. The State must attain the applicable NAAQS.
2. The area must have a fully approved SIP under section 110(k) of

the Act and the area must meet all the relevant requirements under section 110 and part D of the Act.

3. The air quality improvement must be permanent and enforceable.

4. The area must have a fully approved maintenance plan pursuant to section 175A of the Act.

EPA has found that the Oregon redesignation request for the Medford, Oregon CO nonattainment area meets the above requirements. A Technical Support Document on file at the EPA Region 10 office contains a detailed analysis and rationale in support of the redesignation of Medford's CO nonattainment area to attainment.

B. How Does the State Show That the Area Has Attained the CO NAAQS?

To attain the CO NAAQS, an area must have complete quality-assured data showing no more than one exceedance of the standard per year at any monitoring site in the nonattainment area for at least two consecutive years. The redesignation of Medford is based on air quality data that shows that the CO standard was not violated from 1992 through 1995, or since. These data were collected by the Oregon Department of Environmental Quality (ODEQ) in accordance with 40 CFR 50.8, following EPA guidance on quality assurance and quality control, and are entered in the EPA Aerometric Information and Retrieval System, or AIRS. Since the Medford, Oregon area has complete quality-assured monitoring data showing attainment

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with no violations, the area has met the statutory criterion for attainment of the CO NAAQS. ODEQ has committed to continue monitoring in this area in accordance with 40 CFR part 58.

C. Does the Area Have a Fully Approved SIP Under section 110(k) of the Act and Has the Area Met All the Relevant Requirements Under Section 110 and Part D of the Act?

Yes. Medford was classified as a nonattainment area with a design value less than 12.7 parts per million (ppm). Therefore, the 1990 requirements applicable to the Medford nonattainment area for inclusion in the Oregon SIP include a 1990 emission inventory with periodic updates, an oxygenated fuels program, basic motor vehicle inspection/maintenance (I/M) program, contingency measures, conformity procedures, and a permit program for new or modified major stationary sources.

For the purposes of evaluating the request for redesignation to attainment, EPA has previously approved all but one element of the Oregon SIP. Section 187(a) of the Act requires moderate CO areas to submit a comprehensive, accurate, and current inventory of actual emissions from all sources as described in section 172(c)(3). Specifically, the 1990 emissions inventory was reviewed but not acted upon to allow for additional correction and revision. We later determined that a 1993 inventory that incorporated these changes would satisfy the requirement for a base/attainment year inventory and would also serve as the attainment year emissions inventory submitted with the maintenance plan. Today's action concurrently approves this required element of the 110 SIP as part of the Oregon SIP with the redesignation to attainment.

D. Are the Improvements in Air Quality Permanent and Enforceable?

Yes. Emissions reductions achieved through the implementation of control measures are enforceable. These measures are: (1) The Federal

Motor Vehicle Control Program, establishing emission standards for new motor vehicles; (2) a basic I/M program, and (3) an oxygenated fuels program.

ODEQ has demonstrated that actual enforceable emission reductions are responsible for the air quality improvement and that the CO emissions in the base year are not artificially low due to a local economic downturn or unusual or extreme weather patterns. We believe the combination of certain existing EPA-approved SIP and Federal measures contribute to permanent and enforceable reductions in ambient CO levels that have allowed the area to attain the NAAQS.

E. Has the State Submitted a Fully Approved Maintenance Plan Pursuant to Section 175A of the Act?

Today's action by EPA approves the Medford CO maintenance plan. Section 175A sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. The plan must demonstrate continued attainment of the applicable NAAQS for at least ten years after the Administrator approves a redesignation to attainment. Eight years after the redesignation, the State must submit a revised maintenance plan which demonstrates attainment for the ten years following the initial ten-year period. To provide for the possibility of future NAAQS violations, the maintenance plan must contain contingency measures, with a schedule for implementation adequate to assure prompt correction of any air quality problems. The Medford CO maintenance plan meets all of these requirements.

F. Did the State Provide Adequate Attainment Year and Maintenance Year Emissions Inventories?

Yes. ODEQ submitted comprehensive inventories of CO emissions from point, area and mobile sources using 1993 as the attainment year. Since air monitoring recorded attainment of CO in 1993, this is an acceptable year for the attainment year inventory. This data was then used in calculations to demonstrate that the CO standard will be maintained in future years. ODEQ calculated inventories for the required maintenance year (2012) and three years beyond (2015). Future emission estimates are based on forecast assumptions about growth of the regional economy and vehicle miles traveled.

Mobile sources are the greatest source of CO. Although vehicle use is expected to increase in the future, more stringent Federal automobile standards and removal of older, less efficient cars over time will still result in an overall decline in CO emissions. The projections in the maintenance plan demonstrate that future emissions are not expected to exceed attainment year levels.

Total CO emissions were projected from the 1993 attainment year out to 2015. These projected inventories were prepared according to EPA guidance. Because compliance with the 8-hour CO standard is linked to average daily emissions, emission estimates reflecting a typical winter season day (pounds of CO per day) were used for the maintenance demonstration. Oregon calculated these emissions without the implementation of the oxygenated fuels program. Oregon is requesting that the SIP requirement for an oxygenated fuels program be discontinued upon EPA's approval of the maintenance plan and redesignation. The projections show that CO emissions calculated without the implementation of the oxygenated fuels program are not expected to exceed 1993 attainment year levels. The following table summarizes the 1993 attainment year emissions, the 2015 maintenance year emissions, and 2015 emissions. The on-road mobile emissions are modeled for 1993 and 2015. Emissions for 2012 were calculated on the

basis of a straight line interpolation between these two analysis years.

Table 1.--1993 CO Attainment Year Actual Emissions, 2012 CO Maintenance Year Projected Emissions and 2015 CO

			Projected Emissions [Pounds CO/Winter Day]	
Non-road	Point	Year Total	Mobile	Area
1993 Attainment Year Actuals.....			57,342	19,656
6,536	28,517	112,051		
2012 Maintenance Year Projected.....			28,439	16,083
8,800	19,420	72,742		
2015 Year Projected.....			22,244	16,165
9,186	20,153	67,748		

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Detailed inventory data for this action is contained in the docket maintained by EPA.

G. How Will This Action Affect the Oxygenated Fuels Program in Medford?

ODEQ's maintenance demonstration shows that the Medford Urban Growth Boundary (UGB) is expected to continue to meet the CO NAAQS through 2015 without the oxygenated fuels program, while maintaining a safety margin. Therefore, EPA approves the State's request to discontinue the oxygenated fuels program except as a contingency measure in the maintenance plan. The oxygenated fuels program will not need to be implemented following redesignation unless a future violation of the standard triggers its use as a contingency measure.

H. How Will the State Continue To Verify Attainment?

In accordance with 40 CFR part 50 and EPA's Redesignation Guidance, ODEQ has committed to analyze air quality data on an annual basis to verify continued attainment of the CO NAAQS. ODEQ will also conduct a comprehensive review of plan implementation and air quality status eight years after redesignation. The State will then submit a SIP revision that includes a full emissions inventory update and provides for the continued maintenance of the standard ten years beyond the initial ten-year period.

I. What Contingency Measures Does the State Provide?

If the monitored CO level at any site registers a second high 8-hour average of 8.1 ppm during a calendar year, the ODEQ will convene a planning group to review and recommend contingency strategies for implementation in order to prevent a violation. These strategies include but are not limited to improvements to parking and traffic circulation; aggressive signal retiming program; increased funding for transit; enhanced I/M program; and accelerated implementation of bicycle and pedestrian networks.

Section 175(d) of the Act requires retention of all control

measures contained in the SIP prior to redesignation as contingency measures in the CO maintenance plan. The oxygenated fuels program was a control measure contained in the SIP prior to redesignation and is a primary contingency measure in the maintenance plan. This contingency measure will be reinstated in the event of a quality-assured violation of the NAAQS for CO at any permanent monitoring site in the nonattainment area. A violation will occur when any monitoring site records two eight-hour average CO concentrations that equal or exceed 9.5 ppm in a single calendar year. If triggered, this contingency measure would require all gasoline blended for sale in Medford to meet requirements identical to those of the current oxygenated gasoline program. Implementation will continue throughout the balance of the CO maintenance period, or until such time as a reassessment of the ambient CO monitoring data establishes that the contingency measure is no longer needed and EPA agrees to a revision.

J. How Will the State Provide for Subsequent Maintenance Plan Revisions?

In accordance with section 175A (b) of the Act, the state has agreed to submit a revised maintenance SIP eight years after the area is redesignated to attainment. That revised SIP must provide for maintenance of the standard for an additional ten years. It will include a full emissions inventory update and projected emissions demonstrating continued attainment for ten additional years.

K. How Does This Action Affect Transportation Conformity in Medford?

Under section 176(c) of the Act, transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved under 23 U.S.C. or the Federal Transit Act, must conform to the applicable SIPs. In short, a transportation plan is deemed to conform to the applicable SIP if the emissions resulting from implementation of that transportation plan are less than or equal to the motor vehicle emission level established in the SIP for the maintenance year and other analysis years.

In this maintenance plan, procedures for estimating motor vehicle emissions are well documented. For transportation conformity and regional emissions analysis purposes, an emissions budget has been established for on-road motor vehicle emissions in the Medford UGB. The transportation emissions budget numbers for the plan are shown in Table 2.

Table 2.--Medford UGB Transportation Emissions Budget

[Pounds CO/Winter Day]

		Year	2000
2015	2020 and after		

Budget (1st 4 yrs I/M exempt).....			
63,860	26,963	32.640	

EPA found this motor vehicle emissions budget adequate for conformity purposes. See [67 FR 17686](#), April 11, 2002.

L. How Does This Action Affect Specific Rules?

Upon the effective date of this action, Medford, Oregon will no longer be a nonattainment area and will become a maintenance area. Additionally, OAR 340-204-0090, Oxygenated Gasoline Control Areas, has been revised to discontinue the program in Medford upon the effective date of this action. EPA is approving this rule as a revision to the SIP and replacing the rule dated 10-25-00. Below are the specific rule revisions affected by this action which EPA is incorporating by reference into the SIP, with the state effective date in parentheses. OAR 340-204-0090, Oxygenated Gasoline Control Areas (3-27-01)

III. Final Action

EPA is approving the following revisions to the Oregon SIP: the 1993 CO base/attainment year emissions inventory for Medford, Oregon, and the Medford CO maintenance plan. EPA is also approving redesignation of Medford, Oregon from nonattainment to attainment for CO. EPA is approving the Medford CO maintenance plan, and Oregon's request for redesignation to attainment because Oregon has demonstrated compliance with the requirements of section 107(d)(3)(E). We believe that the redesignation requirements are effectively satisfied based on information provided by ODEQ and contained in the Oregon SIP and Medford Oregon CO maintenance plan.

IV. Administrative Requirements

Under Executive Order 12866 ([58 FR 51735](#), October 4, 1993), this action is not a "significant regulatory action" and therefore is not subject to review by the

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Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" ([66 FR 28355](#), May 22, 2001). This action merely approves state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Accordingly, the Administrator certifies that this rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.). Because this rule approves pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Public Law 104-4).

This rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 ([65 FR 67249](#), November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 ([64 FR 43255](#), August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean

Air Act. This rule also is not subject to Executive Order 13045
``Protection of Children from Environmental Health Risks and Safety
Risks'' ([62 FR 19885](#), April 23, 1997), because it is not economically
significant.

In reviewing SIP submissions, EPA's role is to approve state
choices, provided that they meet the criteria of the Clean Air Act. In
this context, in the absence of a prior existing requirement for the
State to use voluntary consensus standards (VCS), EPA has no authority
to disapprove a SIP submission for failure to use VCS. It would thus be
inconsistent with applicable law for EPA, when it reviews a SIP
submission, to use VCS in place of a SIP submission that otherwise
satisfies the provisions of the Clean Air Act. Thus, the requirements
of section 12(d) of the National Technology Transfer and Advancement
Act of 1995 (15 U.S.C. 272 note) do not apply. This rule does not
impose an information collection burden under the provisions of the
Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.).

The Congressional Review Act, 5 U.S.C. 801 et seq., as added by the
Small Business Regulatory Enforcement Fairness Act of 1996, generally
provides that before a rule may take effect, the agency promulgating
the rule must submit a rule report, which includes a copy of the rule,
to each House of the Congress and to the Comptroller General of the
United States. EPA will submit a report containing this rule and other
required information to the U.S. Senate, the U.S. House of
Representatives, and the Comptroller General of the United States prior
to publication of the rule in the Federal Register. A major rule cannot
take effect until 60 days after it is published in the Federal
Register. 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 23, 2002. Filing a
petition for reconsideration by the Administrator of this final rule
does not affect the finality of this rule 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).)

Oregon Notice Provision

During EPA's review of a SIP revision involving Oregon's statutory
authority, a problem was detected which affected the enforceability of
point source permit limitations. EPA determined that, because the five-
day advance notice provision required by ORS 468.126(1) (1991) bars
civil penalties from being imposed for certain permit violations, ORS
468 fails to provide the adequate enforcement authority that a state
must demonstrate to obtain SIP approval, as specified in section 110 of
the Clean Air Act and 40 CFR 51.230. Accordingly, the requirement to
provide such notice would preclude federal approval of a section 110
SIP revision.

To correct the problem the Governor of Oregon signed into law new
legislation amending ORS 468.126 on September 3, 1993. This amendment
added paragraph ORS 468.126(2)(e) which provides that the five-day
advance notice required by ORS 468.126(1) does not apply if the notice
requirement will disqualify a state program from federal approval or
delegation. ODEQ responded to EPA's understanding of the application of
ORS 468.126(2)(e) and agreed that, because federal statutory
requirements preclude the use of the five-day advance notice provision,
no advance notice will be required for violations of SIP requirements
contained in permits.

Oregon Audit Privilege

Another enforcement issue concerns Oregon's audit privilege and immunity law. Nothing in this action should be construed as making any determination or expressing any position regarding Oregon's Audit Privilege Act, ORS 468.963 enacted in 1993, or its impact upon any approved provision in the SIP, including the revision at issue here. The action taken herein does not express or imply any viewpoint on the question of whether there are legal deficiencies in this or any other Clean Air Act Program resulting from the effect of Oregon's audit privilege and immunity law. A state audit privilege and immunity law can affect only state enforcement and cannot have any impact on federal enforcement authorities. EPA may at any time invoke its authority under the Clean Air Act, including, for example, sections 113, 167, 205, 211 or 213, to enforce the requirements or prohibitions of the state plan, independently of any state enforcement effort. In addition, citizen enforcement under section 304 of the Clean Air Act is likewise unaffected by a state audit privilege or immunity law.

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Reporting and recordkeeping requirements.

40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Dated: June 25, 2002.
Ronald A. Kreizenbeck,
Acting Regional Administrator, Region 10.

Parts 52 and 81, chapter I, title 40 of the Code of Federal Regulations are amended as follows:

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PART 52--[AMENDED]

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

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

Subpart MM--Oregon

2. Section 52.1970 is amended by adding paragraph (c)(137) to read as follows:

Sec. 52.1970 Identification of plan.

* * * * *

(c) * * *

(137) On May 31, 2001, the Oregon Department of Environmental Quality requested the redesignation of Medford to attainment for carbon monoxide. The State's maintenance plan, base/attainment year emissions

inventory, and the redesignation request meet the requirements of the Clean Air Act.

(i) Incorporation by reference.

(A) Oregon Administrative Rules 340-204-0090, as effective March 27, 2001.

PART 81--[AMENDED]

1. The authority citation for part 81 continues to read as follows:

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

2. In Sec. 81.338, the table entitled ``Oregon--Carbon Monoxide,`` the entry for Medford Area, Jackson County is revised to read as follows:

* * * * *

Sec. 81.338 Oregon.

* * * * *

Carbon Monoxide Oregon--

Classification Designation

Designated Area -----

Type Date\1\
Type Date\1\
Type

	*	*	*
*	*	*	*
Medford Area:		September 23, 2002.....	
Attainment.....			
Jackson County (part)....			

	*	*	*
*	*	*	*

\1\This date is November 15, 1990, unless otherwise noted.

* * * * *

[FR Doc. 02-18584 Filed 7-23-02; 8:45 am]
BILLING CODE 6560-50-P

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Appendix B

Using MOBILE 6.2.03: Mobile Source Emission Factor Model

RVCOG has used the following MOBILE6.2.03 model input parameters for transportation conformity analysis. Carbon monoxide and PM₁₀ exhaust, tire and brake wear emission factors are derived from this model.

Figure C-1 Mobile 6.2 Emissions Factors

Inputs to Mobile 6.2	CO Analysis	PM Analysis
<i>Non-Seasonal Values</i>		
1. VMT Fractions (fleet mix)	National defaults	
2. Anti-Tamp Program	86 81 50 22222 22222222 1 12 90 22212222	
3. No Refueling	TRUE	
4. RAP Oxy Waiver	2	
<i>Winter Values</i>		
5. Min Temp	23.7	23.7
6. Max Temp	45.7	45.7
7. Fuel RVP	13.6	13.6
8. Absolute Humidity	30.9	30.9
9. Oxygenated Fuels	0.000_0.300_0.000_0.035_2	0.000_0.300_0.000_0.035_2
10. Diesel Sulfur	350	350
<i>Summer Values</i>		
11. Min Temp	n/a	52.9
12. Max Temp	n/a	91.1
13. Fuel RVP	n/a	9.0
14. Absolute Humidity	n/a	48.5
15. Oxygenated Fuels	n/a	0.000_0.300_0.000_0.035_2
16. Diesel Sulfur	n/a	260 ppm in 2005, 15 ppm in 2006 and later Our best information indicates that sulfur content of diesel fuel in Jackson county is currently averaging about 260 parts per million (ppm) in summer. Information suggests that refiners serving the northwest are on track to implement the federal requirement for 15 ppm sulfur diesel fuel starting mid 2006. Use 15 ppm diesel sulfur for all analysis years after 2005. Mobile 6.2 has

Inputs to Mobile 6.2		CO Analysis	PM Analysis
			its own internal factors for light duty vehicle (gas) sulfur content.
Non-Seasonal (file format)			
17. regdata.in (vehicle age distribution)	MOBILE 6.2 national default values will be used. Area specific data may be used, if necessary.		
18. imfile.in (Maintenance Programs -if applicable)	Jackson county has three levels of tests so there needs to be 3 I/M program entries; 1) 1996 to CY minus 4 years OBD exhaust benefits; 2) 1996 to CY minus 4 years OBD evaporative benefits; and 3) the period of "analysis year minus 20 years" until 1995 gets the basic test.		

Re-suspended Road Dust Emission Factors

The analysis used EPA's basic AP-42 equation for computing re-suspended paved road dust. This was used to calculate emission factors (EF) for the Medford Ashland AQMA. The formula is as follows:

$$EF \text{ (grams/mile)} = (7.3) \{ (sL/2)^{0.65} \times (w/3)^{1.5} \}$$

The correction factor for 1980's exhaust, tire and brake wear (C) was not used to calculate emission factors in the SIP and was not used here.

The methodology used is conservative and does not take into account the affect of precipitation on the re-suspension process for long term averages. However, AP-42 does allow adjustment of EF's due to precipitation and could be used in future PM₁₀ emissions estimates.

Emission factors in the table below were calculated using the AP-42 methodology and were used to calculate PM-10 emissions for this Conformity determination.

Figure C-2 Emission Factors (gram/mile) Unpaved and Paved Road Dust				
	2010	2015	2020	2030
Unpaved Roads	521.63	521.63	521.63	521.63
White City Low ADT Roads	6.61	6.74	6.78	6.83
White City High ADT Roads	3.62	3.7	3.72	3.75
White City Avenue G	14.17	14.46	14.55	14.65
Medford Ashland AQMA Low ADT	1.7	1.72	1.72	1.74
Medford Ashland AQMA High ADT	0.86	0.87	0.87	0.88
Interstate	0.32	0.33	0.33	0.34

Figure C-3 Sample Mobile 6 Input Data

* Mobile6 Input File built from calcEmissions.R
* Martin Mann Wed Mar 16 16:14:38 2005

Header Section

MOBILE6 INPUT FILE :
POLLUTANTS : CO
PARTICULATES : SO4 OCARBON ECARBON GASPM LEAD S02 NH3 BRAKE TIRE
SPREADSHEET :
RUN DATA :

*Run Section 1 *

MIN/MAX TEMP : 23.7 45.7
FUEL RVP : 13.6

ANTI-TAMP PROG :
86 81 50 22222 22222222 1 12 90 22212222
VMT FRACTIONS :
0.354 0.089 0.297 0.092 0.041 0.04 0.004 0.003 0.002 0.008 0.01 0.012 0.04 0.002 0.001 0.005
REG DIST : C:\m6\data\regdata.d
NO REFUELING :
EXPAND EXHAUST :
EXPAND EVAPORATIVE :

Scenario Section

SCENARIO RECORD : 1 2030 2.5 Freeway
EVALUATION MONTH : 1
CALENDAR YEAR : 2030
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV
PARTICLE SIZE : 10
DIESEL SULFUR : 15
ABSOLUTE HUMIDITY : 30.9
RVP OXY WAIVER : 2
AVERAGE SPEED : 2.5 NON-RAMP

Scenario Section

SCENARIO RECORD : 1 2030 2.5 Arterial
EVALUATION MONTH : 1
CALENDAR YEAR : 2030
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV
PARTICLE SIZE : 10
DIESEL SULFUR : 15
ABSOLUTE HUMIDITY : 30.9
RVP OXY WAIVER : 2
AVERAGE SPEED : 2.5 ARTERIAL

Scenario Section

SCENARIO RECORD : 1 2030 5 Freeway
EVALUATION MONTH : 1
CALENDAR YEAR : 2030
PARTICULATE EF : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV
PARTICLE SIZE : 10
DIESEL SULFUR : 15
ABSOLUTE HUMIDITY : 30.9
RVP OXY WAIVER : 2
AVERAGE SPEED : 5 NON-RAMP

HDDV	Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT
	MC All Veh		<6000	>6000	(All)			
	GVWR:							

	VMT Distribution:	0.3537	0.3860	0.1311		0.0361	0.0003	0.0019
0.0859	0.0050	1.0000						

Composite Emission Factors (g/mi):								
	Composite CO :	29.69	27.79	34.92	29.60	40.67	1.869	1.139
1.150	108.29	27.916						

Exhaust emissions (g/mi):								
	CO Start:	7.09	6.30	7.12	6.51		0.220	0.119
4.654								
	CO Running:	22.60	21.49	27.80	23.09		1.649	1.019
103.636								
	CO Total Exhaust:	29.69	27.79	34.92	29.60	40.67	1.869	1.139
1.150	108.29	27.916						

Appendix C

FY 2008-2011 Transportation Improvement Program (TIP) Projects

RTP#	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Fund Source	Cost	Total Cost	Conformity Status
Ashland											
100	13340	Ashland Street Paving (C, Eureka, and Walnut)	Pave and improve (CMAQ)	Planning	2006	CMAQ	\$120,238			\$825,017	Non-Exempt
				Prelim Eng	2006	CMAQ	\$897				
				Right-of-Util							
				Construct	2008	CMAQ	\$476,735	Other	\$158,700		
				Other							
106	14364	Hargadine St., Gresham St. to Second St.	Overlay	Planning						\$38,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-Util							
				Construct	2009	Local	\$34,097				
				Other							
108	14367	Harrison St., Siskiyou Blvd. to Iowa St.	Overlay	Planning						\$43,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-Util							
				Construct	2009	Local	\$38,584				
				Other							
109	14368	Harrison St., Iowa St. to Euclid Ave.	Overlay	Planning						\$75,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-Util							
				Construct	2009	Local	\$67,298				
				Other							
115	14375	Allison St., Union St. to Gresham St.	Overlay	Planning						\$210,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-Util							
				Construct	2009	STP-L	\$193,433				
				Other							
157	15246	Ashland Diesel Retrofit	Retrofit 19 city deisel vehicles	Planning						\$114,000	Exempt - per FHWA
				Prelim Eng							
				Right-of-Util							
				Construct							
				Other	2008	CMAQ (L400)	\$91,200				
124	15256	Beach St.; Glenwood Dr. to End	Pave and Improve, adding sidewalks	Planning						\$445,782	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2008	CMAQ (L400)	\$60,000				
				Right-of-Util	2008	CMAQ (L400)	\$60,000				
				Construct	2009	CMAQ (L400)	\$280,000				
				Other							
120, 122, 134	15255	E. Main St. Railroad Crossing	R/R X-ing improvements, surface improvements	Planning	2009	STP-L (L200)	\$158,440			\$1,177,167	Exempt (Table 2) - Safety, railroad crossing
				Prelim Eng	2009	STP-L (L200)	\$158,440				
				Right-of-Util							
				Construct	2010	STP-L (L200)	\$369,696				
				Construct	2011	STP-L (L200)	\$369,696				
N/A	New Project	Plaza Av: Nezla Av. To Verda St.	Pave and Improve	Planning						\$546,000	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-Util							
				Construct							
				Other	2011	CMAQ (L400)	\$472,000				
Sub Total Ashland Projects										\$3,473,966	
Central Point											
201	14390	10th St., Hazel St. to Scenic Ave.	Widen to add continuous turn lane with bike lanes and sidewalks	Planning						\$1,249,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2009	Local	\$167,795				
				Right-of-Util	2009	Local	\$167,795				
				Construct	2009	Local	\$785,138				
				Other							
217	15253	Hazel Street - 9th St. to E of 10th St. Paving Project	Pave and improve, adding sidewalks,	Planning						\$369,242	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2007	CMAQ (L400)	\$47,331				
				Right-of-Util	2007	CMAQ (L400)	\$47,331				
				Construct	2008	CMAQ (L400)	\$236,658				
				Other							
N/A	New Project	Oak St: Second to Third & First St: Manzanita to Laurel	Pave and improve alleys and parking facilities	Planning						\$716,492	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng							
				Right-of-Util							
				Construct	2010	CMAQ (L400)	\$642,908				
				Other							
Sub Total Central Point Projects										\$2,334,734	
Central Point											
300	14396	Crystal Dr. at OR 62	Extend Crystal Dr. west to OR 62 - w/ intersection improvement	Planning	2007	STP-L	\$26,919			\$750,000	Non-Exempt
				Prelim Eng	2007	STP-L	\$44,865				
				Right-of-Util	2008	STP-L	\$17,946				
				Construct	2008	STP-L	\$583,245				
				Other							
Jacksonville											
402	15251	Elm & "M" St. Paving	Pave and improve, adding sidewalks and bike lanes	Planning						\$423,000	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2007	CMAQ (L400)	\$94,217				
				Right-of-Util	2007	CMAQ (L400)	\$33,200				
				Construct	2008	CMAQ (L400)	\$252,141				
				Other							
N/A	New Project	Jacksonville Street Sweeper Purchase	Purchase street sweeper for city streets	Planning						\$170,000	Exempt (Table 2) - Purchase of support vehicles
				Prelim Eng							
				Right-of-Util							
				Construct	2010	CMAQ	\$152,541				
				Other							
Sub Total Jacksonville Projects										\$593,000	

FY 2008-2011 Transportation Improvement Program (TIP) Projects

RTP#	Key #	Location	Description	Work Phase	Year	Fund Source	Cost	Fund Source	Cost	Total Cost	Conformity Status	
Medford												
502	14079	Medford: Oregon Safe Walk Plan	Construct sidewalks, storm drains, curbs	Planning							\$3,612,437	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2006	Earmark	\$390,326					
				Right-of-Utili	2007	Earmark	\$4,487					
				Construct	2008	Earmark	\$2,559,067	Other	\$1,053,370			
				Other								
507	13350	Columbus Ave., McAndrews Rd. to Sage Rd.	Extend Columbus to Sage, with center turn lane, bike lanes, sidewalks	Planning							\$3,000,000	Non-Exempt
				Prelim Eng	2008	Other / Local	\$450,000					
				Right-of-Utili	2008	Other / Local	\$450,000					
				Construct	2008	Local	\$2,100,000					
				Other								
535	14403	Lear Way, Commerce Rd. to Coker Butte Rd.	Construct new three lane street with bike lanes and sidewalks	Planning							\$400,000	Non-Exempt
				Prelim Eng	2008	STP-L	\$53,838					
				Right-of-Utili	2008	STP-L	\$53,838					
				Construct	2008	STP-L	\$251,244					
				Other								
500	15249	Garfield Av., Kings Hwy. to Peach St.	Adding continuous turn lane with bike lanes and sidewalks	Planning							\$1,177,167	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2007	STP-L (L200)	\$158,440					
				Right-of-Utili	2007	STP-L (L200)	\$158,440					
				Construct	2008	STP-L (L200)	\$369,696					
				Construct	2009	STP-L (L200)	\$369,696					
594	15250	Medford Diesel Retrofit	Retrofit 42 diesel vehicles	Planning							\$252,000	Exempt - per FHWA
				Prelim Eng								
				Right-of-Utili								
				Construct								
				Other	2008	CMAQ (L400)	\$209,996					
595	15248	Woodlawn Dr., Bameburg to Modoc	Pave and improve, adding sidewalks, curbs and gutter	Planning							\$420,000	Exempt (Table 2) - Safety, pavement resurfacing, pedestrian facilities
				Prelim Eng	2008	CMAQ (L400)	\$56,530					
				Right-of-Utili	2008	CMAQ (L400)	\$56,530					
				Construct	2009	CMAQ (L400)	\$263,806					
				Other								
N/A	New Project	Medford Street Sweeper Replacement	Purchase CNG street sweeper for city streets	Planning							\$226,000	Exempt (Table 2) - Purchase of support vehicles
				Prelim Eng								
				Right-of-Utili								
				Construct								
				Other	2010	CMAQ (L400)	\$202,790					
N/A	New Project	Crater Lake Av & Jackson St.: Alley Paving	Pave and improve alleys	Planning							\$1,047,000	Exempt - per FHWA
				Prelim Eng								
				Right-of-Utili								
				Construct								
				Other	2011	CMAQ (L400)	\$939,473					
N/A	New Project	Medford Alternative Fueling Station	Construct fueling station for city vehicles powered by CNG and/or bio-diesel	Planning							\$500,000	Exempt - per FHWA
				Prelim Eng								
				Right-of-Utili								
				Construct								
				Other	2011	CMAQ (L400)	\$448,650					
Sub Total Medford Projects										\$10,634,604		
Talent												
704, 705, 706	14867	4th St., 3rd St., & West St. Paving	Overlay	Planning							\$138,315	Exempt (Table 2) - Safety, pavement resurfacing
				Prelim Eng								
				Right-of-Utili								
				Construct	2008	STP-L	\$124,110					
				Other								
711	14276	Talent Ave: Rogue River Pkwy - Creel Rd. Bike Lanes	Construct Bicycle Lanes	Planning							\$739,000	Exempt (Table 2) - Bicycle and pedestrian facilities
				Prelim Eng	2006	Enhancement	\$183,349					
				Right-of-Utili	2007	Enhancement	\$41,276					
				Construct	2008	Enhancement	\$438,480					
				Other								
701	15258	West Valley View Master Plan	Urban Upgrade w/ bike lanes and sidewalks	Planning							\$2,800,000	Exempt (Table 2) - Planning and technical studies
				Prelim Eng	2009	STP-L (L200)	\$158,440					
				Right-of-Utili	2009	STP-L (L200)	\$158,440					
				Construct	2010	STP-L (L200)	\$369,696					
				Construct	2011	STP-L (L200)	\$369,696					
Sub Total Talent Projects										\$3,677,315		

FY 2008-2011 Transportation Improvement Program (TIP) Projects

RTP#	Key #	Location	Description	Work	Year	Fund	Cost	Fund	Cost	Total Cost	Conformity
Jackson County											
801	14422	Agate Rd., OR 62 to Ave. G	New three lane industrial collector	Planning							
				Prelim Eng	2008	Other / Local	\$225,000				
				Right-of-	2008	Other / Local	\$225,000				
				Util							
				Construct	2008	Other / Local	\$1,050,000			\$1,500,000	Non-Exempt
			Other								
803	14423	Antelope Rd., Table Rock Rd. to 7th St.	Widen to five lanes with bike lanes and sidewalks	Planning							
				Prelim Eng	2008	Other / Local	\$562,500				
				Right-of-	2008	Other / Local	\$562,500				
				Util							
				Construct	2008	Other / Local	\$2,625,000			\$3,750,000	Non-Exempt
			Other								
804	14424	Atlantic Ave., Ave. A to Ave. G	New three lane urban major collector	Planning							
				Prelim Eng	2008	Other / Local	\$450,000				
				Right-of-	2008	Other / Local	\$450,000				
				Util							
				Construct	2008	Other / Local	\$2,100,000			\$3,000,000	Non-Exempt
			Other								
805	14425	Ave. G/Kirtland Rd., Pacific Ave. to Table Rock Rd.	New two lane urban industrial collector	Planning							
				Prelim Eng	2008	Other / Local	\$225,000				
				Right-of-	2008	Other / Local	\$225,000				
				Util							
				Construct	2008	Other / Local	\$1,050,000			\$1,500,000	Non-Exempt
			Other								
806	14426	Ave. G, OR 62 to Atlantic	New three lane urban major collector	Planning							
				Prelim Eng	2008	Other / Local	\$390,000				
				Right-of-	2008	Other / Local	\$390,000				
				Util							
				Construct	2008	Other / Local	\$1,820,000			\$2,600,000	Non-Exempt
			Other								
807	14427	Ave. H, Wilson Way to WCUCB	New two lane urban minor collector	Planning							
				Prelim Eng	2008	Other / Local	\$60,000				
				Right-of-	2008	Other / Local	\$60,000				
				Util							
				Construct	2008	Urban Renew	\$280,000			\$400,000	Non-Exempt
			Other								
809	14428	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector	Planning							
				Prelim Eng	2008	Other / Local	\$225,000				
				Right-of-	2008	Other / Local	\$225,000				
				Util							
				Construct	2008	Other / Local	\$1,050,000			\$1,500,000	Non-Exempt
			Other								
816	13782	Ross Lane North, McAndrews Rd. to Rossanley Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	Planning							
				Prelim Eng	2006	Mod	\$250,000				
				Right-of-							
				Util							
				Construct	2008	OTIA	\$1,500,000			\$1,750,000	Exempt (Table 2) - Bicycle and pedestrian facilities
			Other								
816	15233	Barnett Road - Blue Heron Park Unit 2C	Complete County portions of the Bear Creek Greenway	Planning							
				Prelim Eng	2007	Earmark	\$112,163				
				Right-of-	2008	Earmark	\$8,973				
				Util							
				Construct	2009	Earmark	\$573,765			\$774,735	Exempt (Table 2) - Bicycle and pedestrian facilities
			Other								
851	15252	Jackson County Diesel Retrofit	Retrofit 12 diesel vehicles with 14 retrofits	Planning							
				Prelim Eng							
				Right-of-							
				Util							
				Construct						\$96,000	Exempt - per FHWA
			Other								
852	15254	East Pine St., I-5 to Peninger Rd.	Adding right turn lane with sidewalks	Planning							
				Prelim Eng	2008	CMAQ (L400)	\$74,027				
				Right-of-	2008	CMAQ (L400)	\$74,027				
				Util							
				Construct	2009	CMAQ (L400)	\$345,461			\$550,000	Exempt (Table 2) - Safety Improvement Program
			Other								
854	New Project	Jackson County Street Sweeper Replacement Purchase	Retrofit 12 diesel vehicles with 14 retrofits	Planning							
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2010	CMAQ (L400)	\$152,541			\$170,000	Exempt (Table 2) - Purchase of support vehicles
			Other								
N/A	New Project	Peachy Rd.: Walker to Hillview	Pave and Improve	Planning							
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2011	CMAQ (L400)	\$358,920			\$400,000	Exempt (Table 2) - Safety, pavement resurfacing
			Other								
Sub Total Jackson County Projects											\$17,990,735
Oregon Department of Transportation (ODOT)											
902	12723	I-5: Fern Valley Interchange, Unit 2	Widen I-5 bridge and Fern Valley Rd. to five lanes; replace Bear Creek bridge	Planning	2008						
				Prelim Eng	2008						
				Right-of-							
				Util							
				Construct	2008	STP Earmark	\$4,829,448	OTIA III	\$19,312,600	\$35,230,000	Non-Exempt
			Other		\$2,849,400						
903	13994	OR 62: Corridor Solutions Reserve Pool	Construct limited access expressway from Poplar/Hilton to Delta Waters	Planning							
				Prelim Eng	2006						
				Right-of-	2006						
				Util							
				Construct	2009	OTIA	\$12,556,000			\$38,000,000	Non-Exempt
			Other								
904	13992	OR 140 Freight Extension	Lane and shoulder widening for freight movements	Planning							
				Prelim Eng	2007	OTIA	\$250,000				
				Right-of-	2008	OTIA	\$100,000				
				Util	2008	OTIA	\$691,000	State	\$1,675,793	\$3,197,793	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
				Construct	2009	State (HSIP)	\$27,816				
			Other								
906	13780	OR 99: Jurisdictional Transfer (Central Point)	Transfer jurisdiction over portion of OR 99 in Central Point (STP Safety Project)	Planning							
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2008	STP	\$118,800			\$132,000	Exempt (Table 2) - Other, non-construction activity
			Other								
909	14040	I-5: Eagle Mill Rd - Neil Creek Rd - Bundle 301	Replace bridges @ Neil Ck and Eagle Mill (OTIA III Bridge Projects)	Planning							
				Prelim Eng	2006						
				Right-of-	2007						
				Util							
				Construct	2008	OTIA	\$34,022,000			\$38,205,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
			Other								
932	15008	OR 99: Rapp Rd to Valley View Paving	Grind/Inlay and Overlay Pavement	Planning							
				Prelim Eng	2009	NHS	\$179,460				
				Right-of-							
				Util	2010	NHS	\$44,865				
				Construct	2011	NHS	\$1,390,815			\$1,800,000	Exempt (Table 2) - Safety, pavement resurfacing
			Other								
905	15009	OR 140: White City to MP 8	Chip Seal	Planning							
				Prelim Eng	2009	NHS	\$89,730				
				Right-of-							
				Util							
				Construct	2010	NHS	\$448,650			\$600,000	Exempt (Table 2) - Safety, pavement resurfacing
			Other								
534, 558	New Project	OR 62: Owens Dr. & Coker Butte	New 5-Lane Street from OR 62 - Springbrook Rd. Realign Crater Lake Av. & Coker Butte, Signalization	Planning							
				Prelim Eng	2007	OTIA	\$690,000				
				Right-of-	2008	OTIA	\$1,500,000				
				Util	2008	OTIA	\$250,000				
				Construct	2009	OTIA	\$1,060,000	Mod	\$5,294,070	\$11,200,000	Exempt (Table 2) - Safety
			Other		\$1,800,000						
911	14985	OR 238 @ N. Ross	Install New Traffic Signal	Planning							
				Prelim Eng	2009	STP-S	\$72,433				
				Right-of-							
				Util							
				Construct	2010	STP-S	\$134,595			\$250,000	Exempt (Table 2) - Safety
			Other								
909	14641	I-5: N Ashland Intchg - Greensprings - Bundle 314	Replace bridges @ N. Ashland interchange and Greensprings (OTIA III Bridge Projects)	Planning							
				Prelim Eng	2006						
				Right-of-	2006						
				Util							
				Construct	2008	OTIA	\$14,194,000			\$15,808,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
			Other								
909	15003	I-5: Exits 14 & 19 Interchange Improvements	Widen Structures; Signalization; Lighting	Planning							
				Prelim Eng							
				Right-of-							
				Util							
				Construct	2008	OTIA	\$2,691,900			\$3,000,000	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
			Other								
Sub Total ODOT Projects											\$147,422,793

FY 2008-2011 Transportation Improvement Program (TIP) Projects

RTP#	Key #	Location	Description	Work	Year	Fund	Cost	Fund	Cost	Total Cost	Conformity
Rogue Valley Transportation District (RVTD)											
1007	14433	Urban Operations Support		Other	2008	5307	\$1,700,000			\$3,400,000	Exempt (Table 2) - Operating assistance to transit agencies.
1008	14434	Urban Operations Support		Other	2009	5307	\$1,750,000			\$3,500,000	Exempt (Table 2) - Operating assistance to transit agencies.
1011	14435	Capitalization of Maintenance (MPO STP Transfer)		Other	2008	MPO STP (to 5307)	\$582,083			\$648,705	Exempt (Table 2) - Operating assistance to transit agencies.
1012	14436	Capitalization of Maintenance (MPO STP Transfer)		Other	2009	MPO STP (to 5307)	\$655,926			\$731,000	Exempt (Table 2) - Operating assistance to transit agencies.
1032	New Project	Capitalization of Maintenance (MPO STP Transfer)		Other	2010	MPO STP (to 5307)	\$666,509			\$742,794	Exempt (Table 2) - Operating assistance to transit agencies.
1033	New Project	Capitalization of Maintenance (MPO STP Transfer)		Other	2011	MPO STP (to 5307)	\$688,237			\$767,009	Exempt (Table 2) - Operating assistance to transit agencies.
1015	13775	TDM Rideshare Projects		Other	2008	STP	\$130,109			\$145,000	Exempt (Table 2) - Operating assistance to transit agencies.
1017	15016	TDM Rideshare Projects		Other	2011	STP	\$134,595			\$150,000	Exempt (Table 2) - Operating assistance to transit agencies.
1018	15015	TDM Rideshare Projects		Other	2010	STP	\$134,595			\$150,000	Exempt (Table 2) - Operating assistance to transit agencies.
1016	13824	TDM Rideshare Projects		Other	2009	STP	\$130,109			\$145,000	Exempt (Table 2) - Operating assistance to transit agencies.
1031	New Project	RVTD Mass Transit		Other	2008	STP-S	\$370,585			\$413,000	Exempt (Table 2) - Operating assistance to transit agencies.
1030	New Project	RVTD Van Pool		Other	2008	STP-S	\$39,600			\$44,132	Exempt (Table 2) - Operating assistance to transit agencies.
1029	New Project	RVTD Preventative Maintenance		Other	2008	STP-S	\$144,466			\$161,001	Exempt (Table 2) - Rehabilitation of transit vehicles.
1034	New Project	RVTD On-board Diagnostic System - ITS		Other	2011	CMAQ (L400)	\$98,703			\$110,000	Exempt (Table 2) - Purchase of new buses to replace existing vehicles.
Sub Total RVTD Projects										\$11,107,641	
Total All Projects										\$197,984,788	

Appendix D

2005-2030 Regional Transportation Plan (RTP) Projects

RTP#	Location	Description	Conformity Analysis	Conformity Status
Ashland				
100	C St., Eureka St. and Walnut St.	Pave and improve (CMAQ)	2010+	Non-Exempt
101	Jackson Rd. to Laurel St.	N. Ashland multi-use pathway	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
102	A St., Oak St. to Third St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
103	B St., Fifth St. to Third St. and Oak St. to First St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
104	Granite St., Nutley St. to Winburn Way	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
105	Beach Ave., Gresham St. to Hargadine St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
106	Hargadine St., Gresham St. to Second St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
107	Beach St., Siskiyou Blvd. to Henry St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
108	Harrison St., Siskiyou Blvd. to Iowa St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
109	Harrison St., Iowa St. to Euclid Ave.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
110	Taylor St., Holly St. to Ashland St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
111	Helman St., Hersey St. to Orange St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
112	Iowa St., Siskiyou Blvd. to Gresham St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
113	Allison St., Union St. to Sherman St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
114	Oak St., Lithia Way to R/R	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
115	Allison St., Sherman St. to Gresham St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
116	S. Mountain Ave., Ashland St. to Prospect St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
117	W. Nevada St., Cambridge St. to Helman St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
118	E. Hersey St., Ann St. to N. Mountain Ave.	Bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
119	N. Main at Hersey St. and Wimer St.	Intersection enhancements w/ signalization	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
120	Oak St. at R/R X-ing	R/R X-ing improvements, signals and surface	n/a	Exempt (Table 2) - Safety, railroad/highway crossing
121	E. Main at R/R X-ing	R/R X-ing improvements, surface improvement	n/a	Exempt (Table 2) - Safety, railroad/highway crossing
122	Walker Ave. at R/R X-ing	R/R X-ing improvements, surface improvement	n/a	Exempt (Table 2) - Safety, railroad/highway crossing
123	Laurel St., Hersey St. to Randy St.	Sidewalk upgrade	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
124	Beach St., Glenwood Dr. to end of street	Extend paved street	n/a	Exempt (Table 2) - Safety, pavement resurfacing
125	Liberty St., Clarence Ln. to end of street	Extend paved street	n/a	Exempt (Table 2) - Safety, pavement resurfacing
126	Tolman Creek Rd. from OR 66 to E. Main St.	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
127	Oak St. at Hersey St.	Signalize intersection	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
128	Siskiyou Blvd. at Normal Ave.	Signalize intersection	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
129	Siskiyou Blvd. at Tolman Creek Rd.	Signalize intersection	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
130	Tolman Creek Rd. at Siskiyou Blvd.	Intersection improvements	n/a	Exempt (Table 3) - Intersection channelization
131	Tolman Creek Rd., Greenmeadows Way to Siskiyou Blvd.	Urban upgrade w/ bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
132	Granite St., current terminus to Glenview St.	Street upgrade w/ curb, gutter, sidewalk etc	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
133	N. Mountain Ave., Bear Creek Bridge to E. Nevada St	Urban upgrade w/ bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
134	Hersey St. & Laurel St. intersection	R/R X-ing improvements, signals and surface	n/a	Exempt (Table 2) - Safety, railroad/highway crossing
Central Point				
200	Laurel St., N. 9th to N. 10th	Pave and improve (CMAQ)	2010+	Non-Exempt
201	N. 9th St., Laurel St. to Cherry St.	Pave and improve (CMAQ)	2010+	Non-Exempt
202	Haskell St., Pine St. to Snowy Butte Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
203	10th St., Hazel St. to Scenic Ave.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
204	R/R X-ing between Pine St. and Scenic Rd.	At-grade R/R X-ing	n/a	Exempt (Table 2) - Safety, railroad/highway crossing
205	Upton Rd., approaches to I-5 overcrossing	Widen to two lanes with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
206	Intersection of Upton Rd., 3rd St., Scenic Ave. and Tenth St.	Change alignment at intersection, add sidewalks & bike lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
207	E. Pine St., Bear Creek Bridge to Peninger Rd.	Widen for turn lanes and bike lanes, add sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
208	E. Pine St.	Remove 4th St. signal, add new signals at 2nd St. and 6th St.	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
209	E. Pine St. and Third St. intersection	Upgrade traffic signals	n/a	Exempt (Table 3) - Intersection signalization at individual intersections

2005-2030 Regional Transportation Plan (RTP) Projects

RTP#	Location	Description	Conformity Analysis	Conformity Status
Central Point (continued)				
210	OR 99, Pine St. to Griffin Creek Rd.	Provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
211	Pine St. traffic calming	Construct bulb outs, and bike lanes and sidewalk improvements	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
212	New Haven Rd. and Hamrick Rd. intersection	Add signal for pedestrian crossing	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
213	Beebe Rd. and Hamrick Rd. intersection	Add signal for pedestrian crossing	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
214	Freeman Rd., Oak St. to Hopkins Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
215	Scenic Ave., Mary's Way to Scenic Middle School	Change alignment, widen to add bike lanes & sidewalks	n/a	Exempt (Table 3) - Changes in vertical and horizontal alignment
216	Taylor Rd., Valley Oak Dr. to Haskell St.	Replace box culvert and transition to new E-W sections	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
217	Scenic Ave., 10th St. to Scenic Middle School	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
218	OR 99 and Beall Lane intersection	Change alignment and upgrade signals and R/R X-ing	n/a	Exempt (Table 3) - Changes in vertical and horizontal alignment
219	Hazel St., 3rd St. to 10th St.	Provide sidewalks, repair curb and gutter	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
220	3rd St., E. Pine St. to Hazel St.	Add bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
Eagle Point				
300	Crystal Dr. at OR 62	Extend Crystal Dr. west to OR 62 - w/ intersection improvement	2010+	Non-Exempt
301	Main St., Royal Ave. intersection	Intersection reconfiguration	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
302	Main St. at N. Buchanan Ave.	Intersection reconfiguration and improvements	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
303	Linn Rd. at S. Buchanan Ave.	Widen box culvert and add turn lane	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
304	Shasta Ave. at Arrowhead Trail	Intersection improvements	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
Jacksonville				
400	Pair-a-Dice Ranch Rd., OR 238 to Westmont Dr.	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
Medford				
500	West Medford Alleys	Pave and improve (CMAQ)	2010+	Non-Exempt
501	Oak St., McAndrews Rd. to Taft St.	Pave and improve (CMAQ)	2010+	Non-Exempt
502	Various locations in city	Construct sidewalks, storm drains, curbs	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
503	Garfield St., Peach St. to King St.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
504	Jackson St., Berkeley Way to Valley View Dr.	Re-align and widen to add center turn lane, bike lanes and sidewalks	n/a	Exempt (Table 3) - Changes in vertical and horizontal alignment
505	Peach St., Stewart Ave. to Garfield Ave.	Widen to two lanes with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
506	S. Holly St., Garfield Ave. to Holmes Way	Construct new three lane street with bike lanes and sidewalks	Baseline	Non-Exempt
507	Columbus Ave., McAndrews Rd. to Sage Rd.	Extend Columbus to Sage, with center turn lane, bike lanes, sidewalks	Baseline	Non-Exempt
508	Crater Lake Ave. and McAndrews Rd.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
509	Siskiyou Blvd. at Highland Dr.	Intersection reconfiguration - roundabout	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
510	Table Rock Rd. and Merriman Rd.	Signalize w/ intersection improvements or roundabout	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
511	Jackson St. at Sunrise Ave.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
512	4th St. and Oakdale Rd.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
513	Springbrook Rd. at Spring St.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
514	Barnett Rd. at Golf View Dr.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
515	Biddle Rd., Midway St. to Morrow St.	Restripe for bike lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
516	Hillcrest Rd., at Pierce St.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
517	Delta Waters Rd., Provincial St. to Foothill Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
518	Hillcrest Rd., N. Phoenix Rd. to Highcrest Rd.	Add sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities

2005-2030 Regional Transportation Plan (RTP) Projects

RTP#	Location	Description	Conformity Analysis	Conformity Status
Medford (continued)				
519	Siskiyou, Jackson, Highland, Juanipero and Murphy	Remove on-street parking and add bicycle lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
520	10th St., Dakota St. and 4th St.	Remove on-street parking and add bicycle lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
521	Royal, Morrow, Cedar Links and Springbrook	Remove on-street parking and add bicycle lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
522	Jefferson School Area (Holmes Ave., Kenyon St.)	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
523	Lone Pine School Area (Spring St.)	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
524	Washington School area (Withington St., Plum to Hamilton)	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
525	Washington School area (Newtown St., Dakota to Stewart)	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
526	Washington School area (Prune, 11th, 12th)	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
527	Howard School area (Mace, Howard)	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
528	Roosevelt School area	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
529	Wilson School area (Grand)	Install sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
530	Washington School area (Plum, 11th to Dakota)	Widen street to add curb, gutter and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
531	McAndrews Rd. bridge at Bear Creek	Repair or replace bridge (city share)	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
532	4th St. at Central Ave.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
533	4th St. at Riverside Ave.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
534	Owens Dr., OR 62 to Springbrook Rd.	New 5-lane street from OR 62 to Springbrook Rd., re-align Crater Lake Ave.	2010+	Non-Exempt
535	Lear Way, Commerce Rd. to Coker Butte Rd.	Construct new three lane street with bike lanes and sidewalks	Baseline	Non-Exempt
536	Biddle Rd. at Stevens St.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
537	Crater Lake Ave. at Jackson St.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
538	Highland Dr. at Keene Way/Barneburg Rd.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
539	OR 62 at Delta Waters Rd.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
540	McAndrews Rd. at Riverside Ave.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
541	Main St. at Barneburg Rd.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
542	Various truck route locations in city	Install truck routing signs	n/a	Exempt (Table 2) - Safety, traffic control device
543	Various arterial or collector street locations	Fiber optic system upgrade	n/a	Exempt (Table 2) - Other, non-construction activity
544	Various locations in city	City-wide sidewalk improvements	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
545	Cherry Ln., N. Phoenix Rd. to Hillcrest Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
546	High crash rate locations	Safety improvement projects as needed	n/a	Exempt (Table 2) - Safety, traffic control device
547	City-wide at transit stops	Transit stop improvements/upgrades	n/a	Exempt (Table 2) - Other, transportation enhancement activity
548	Other identified infill locations	City bicycle lane improvements	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
549	Arterial or collector locations as needed	Install new or upgrade existing traffic signals	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
550	Arterial and collector streets as needed	Install ITS equipment (enhance traffic flow and system communications)	n/a	Exempt (Table 2) - Other, non-construction activity
551	Springbrook Rd., Cedar Links Rd. to Delta Waters Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
552	Valley View Dr., Main St. and Hillcrest Rd.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
553	Highland Ave. at Main St.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
554	Phoenix Rd. at Cherry Ln.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
555	Delta Waters Rd. at Springbrook Rd.	Re-align Springbrook Rd. to align with northern section	n/a	Exempt (Table 3) - Changes in vertical and horizontal alignment

2005-2030 Regional Transportation Plan (RTP) Projects

RTP#	Location	Description	Conformity Analysis	Conformity Status
Medford (continued)				
556	Cottage Rd., 12th St. to Main St.	Remove parking and re-stripe with bike lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
557	Crater Lake Ave., Delta Waters Rd. to Owens Dr.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
558	Coker Butte Rd., OR 62 to E. of Crater Lake Ave.	Move Coker Butte Rd. north, re-align Crater Lake Ave., add signals	2015+	Non-Exempt
559	Stanford Rd., Coal Mine Rd. to Cherry Ln.	Construct new three lane street with bike lanes and sidewalks	2015+	Non-Exempt
560	Highland Dr., Barnett Rd. to Siskiyou Blvd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
561	Barnett Rd. at N. Phoenix Rd.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
562	Crater Lake Ave. at Delta Waters Rd.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
563	Main St. at Columbus Ave.	Minor intersection reconfiguration to add turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
564	Arterial or collector locations as needed	2070 signal controller upgrades	n/a	Exempt (Table 2) - Safety, traffic control device
565	10th St. bridge at Bear Creek	Repair/replace bridge (city share)	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
566	Garfield St., Holly St. to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
567	Owens Dr., Crater Lake Ave. to Foothill Rd.	Construct new three lane street with bike lanes and sidewalks	2030	Non-Exempt
568	Lear Way, Coker Butte Rd. to Vilas Rd.	Construct new two lane street with bike lanes and sidewalks	2030	Non-Exempt
569	Coker Butte Rd., Lear Way to Haul Rd.	Construct new five lane street with bike lanes and sidewalks	2030	Non-Exempt
570	Hillcrest Rd. at N. Phoenix Rd.	Intersection reconfiguration w/ added turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
571	Columbus Ave. and Jackson St.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
572	Columbus Ave. and Fourth St.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
573	Springbrook Rd. and Cedar Links Rd.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
574	10th St. and Columbus Ave.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
575	Barnett Rd. at Black Oak Dr.	Intersection reconfiguration w/ added turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
576	McAndrews Rd. at Royal Ave.	Intersection reconfiguration w/ added turning lane(s)	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
577	Black Oak Dr., Hillcrest Rd. to Acorn Dr.	Widen to add sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
Phoenix				
600	4th St., OR 99 (SB) to OR 99 (NB)	Widen to provide bike lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
601	4th St., Rose St. to Colver Rd.	Widen to provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
602	1st St., Rose St. to OR 99 (SB)	Widen to provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
603	Rose St., First St. to Fifth St.	Widen to provide bike lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
604	Oak St., Rose St. to OR 99 (NB)	Bike lane striping	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
605	Bolz Rd., OR 99 to Fern Valley Rd.	Widen to provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
606	Oak St., Rose St. to OR 99 (NB)	Add sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
607	Cheryl Ln., Rose St. to OR 99	Widen to provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
608	Rose St., Fifth St. to OR 99	Bike lane striping	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
609	Rose St., First St. to Elm St.	Bike lane striping	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
610	Rose St., southern terminus to Cheryl Ln.	Sidewalks both sides	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
611	Colver Rd., First St. to southern UGB limits	Widen to provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
612	Bolz Rd., Rose St. to OR 99	Widen to provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
613	Camp Baker Rd., Hilsinger Rd. to Colver Rd.	Sidewalks both sides	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities

2005-2030 Regional Transportation Plan (RTP) Projects

RTP#	Location	Description	Conformity Analysis	Conformity Status
Phoenix (continued)				
614	3rd St., existing terminus to OR 99 (NB)	Construct new street with bike lanes and sidewalks	2030	Non-Exempt
615	Parking St., OR 99 (NB) to Third St.	Construct new street with bike lanes and sidewalks	2030	Non-Exempt
616	Colver Rd., Houston Rd. to First St.	Widen to provide bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
617	OR 99, Bolz Rd. to North "Y"	Sidewalks both sides	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
618	OR 99, North "Y" to North UGB	Bike lane striping	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
619	OR 99, Fern Valley Rd. to Bolz Rd.	Sidewalks east side	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
620	OR 99, South "Y" to S. Phx UGB	Widen to provide bike lanes	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
621	Main St. (OR 99 SB), South "Y" to North "Y"	Bike lane striping	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
622	Bear Creek Dr., N. "Y" to S. "Y"	Sidewalks both sides	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
623	OR 99, Rose St. to Cheryl Ln.	Sidewalks both sides	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
624	Bear Creek across from First St.	Bicycle / pedestrian bridge	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
Talent				
700	Bear Creek Greenway at W. Valley View Rd.	Construct new 10-foot wide multi-modal path	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
701	W. Valley View Rd., OR 99 to Talent Ave.	Urban upgrade w/ bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
702	Wagner St., R/R tracks to Main St.	Urban upgrade w/ bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
703	Wagner St., Talent Ave. to R/R tracks	Urban upgrade w/ bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
704	4th St., West St. to cul-de-sac	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
705	3rd St., West St. to cul-de-sac	Overlay	n/a	Exempt (Table 2) - Safety, pavement resurfacing
706	West St., N. 2nd St. to W. Main St.	Partial street reconstruction	n/a	Exempt (Table 2) - Safety, pavement resurfacing
707	Rapp Rd., OR 99 to Talent Ave.	Rebuild and upgrade to urban major collector standard	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
708	Rapp Rd., Talent Ave. to R/R X-ing	Rebuild and upgrade to urban major collector standard	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
709	Talent Ave., Colver Rd. to Lapree St.	Rebuild and upgrade to minor arterial standard	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
710	Creel Rd., Talent Ave. to OR 99	Street reconstruction	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
711	Talent Ave., Rogue River Parkway to Creel Rd.	Rebuild and upgrade to urban major collector standard	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
712	OR 99 to Bear Creek Greenway (at Creel Rd.)	Construct new 10-foot wide multi-modal path	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
713	Talent Ave. to Bear Creek Greenway (at Suncrest Rd.)	Construct new 10-foot wide multi-modal path	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
714	Talent Ave. to Bear Creek Greenway (at Wagner Creek)	Construct new 10-foot wide multi-modal path	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
715	Wagner St. R/R X-ing	Upgrade crossing and warning devices	n/a	Exempt (Table 2) - Safety, traffic control device
716	Alongside R/R tracks, northern to southern UGB	Construct new 10-foot wide multi-modal path	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
717	Rapp Rd., R/R X-ing to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
718	Rapp Rd. R/R X-ing	Upgrade crossing and provide for pedestrians and bicyclists	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
719	Wagner Creek Rd., Christian St. to Rapp Rd.	Rebuild and upgrade to urban major collector standard	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
Jackson County				
800	Ave. A, Atlantic Ave. to Kershaw Rd.	Pave and improve (CMAQ)	2010+	Non-Exempt
801	Agate Rd., OR 62 to Ave. G	New three lane industrial collector	2010+	Non-Exempt
802	Agate Rd. and Antelope Rd.	Install new traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
803	Antelope Rd., Table Rock Rd. to 7th St.	Widen to five lanes with bike lanes and sidewalks	2010+	Non-Exempt
804	Atlantic Ave., Ave. A to Ave. G	New three lane urban major collector	2010+	Non-Exempt
805	Ave. G/Kirtland Rd., Pacific Ave. to Table Rock Rd.	New two lane urban industrial collector	2010+	Non-Exempt
806	Ave. G, OR 62 to Atlantic	New three lane urban major collector	2010+	Non-Exempt
807	Ave. H, Wilson Way to WCUCB	New two lane urban minor collector	2010+	Non-Exempt
808	Beall Lane, OR 99 to Merriman Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities

2005-2030 Regional Transportation Plan (RTP) Projects

RTP#	Location	Description	Conformity Analysis	Conformity Status
Jackson County (continued)				
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector	2010+	Non-Exempt
810	Jacksonville Hwy, Oak Grove Rd. to Elm St.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
811	Table Rock Rd., Biddle Rd. to Wilson St.	Widen to five lanes with bike lanes, sidewalks	Baseline	Non-Exempt
812	Table Rock Rd., Wilson St. to Antelope Rd.	Widen to five lanes with bike lanes, sidewalks	2010+	Non-Exempt
813	West Valley View Rd. at Bear Creek	Replace bridge, adding bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
814	Wilson Way, Ave. H to Dutton Rd.	Urban upgrade in WCUUCB / rural outside WCUUCB	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
815	Bear Creek Greenway, Talent to Medford	Complete County portions of the Bear Creek Greenway	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
816	Ross Lane North, McAndrews Rd. to Rossanley Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
817	East West Pathway, Division Rd. to north of 29th Ave.	New multi-use pathway	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
818	Leigh Way, Agate Rd. to Antelope Rd.	New three lane street w/shoulder bikeway	2015+	Non-Exempt
819	Lozier Ln, Stewart Ave. to Jacksonville Highway	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
820	Stewart Ave., Hull Rd. to Thomas St.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
821	Table Rock Rd., Bear Creek to Biddle Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
822	Table Rock Rd. at Wilson Rd.	New traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
823	Pine St., Haskell St. to Hanley St.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
824	Carpenter Hill Rd., Voorhies Rd. to Coleman Creek Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
825	East Pine St., Table Rock Rd. to Hamrick Rd.	Add bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
826	Foothill Rd., Delta Waters Rd. to Coker Butte Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
827	Foothill Rd., Coker Butte Rd. to Corey Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
828	Old Stage Rd., Winterbrook Rd. to MPO Limits	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
829	Bursell Rd. at Beall Ln.	New traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
830	Fern Valley Rd. at North Phoenix Rd.	New traffic signal	n/a	Exempt (Table 3) - Intersection signalization at individual intersections
831	Foothill Rd., McAndrews Rd. to Delta Waters Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
832	Foothill Rd., Hillcrest Rd. to McAndrews Rd.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
833	Hanley Rd., Beall Ln. to Pine St.	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
834	Kings Highway, South Stage Rd. to UGB limits	Widen to add continuous turn lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
835	Lakeview Dr., re-aligned Lakeview Dr. to McLoughlin Dr.	New two lane rural minor collector	2030	Non-Exempt
836	South Valley View Rd., I-5 to OR 99	Widen to five lanes with bike lanes, sidewalks	2030	Non-Exempt
837	Vilas Rd., Haul Rd. to Crater Lake Ave.	Widen to five lanes with bike lanes, sidewalks	2030	Non-Exempt
838	Griffin Creek Rd., Pioneer Rd. to South Stage Rd.	Widen to two lane with bike lanes and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
839	Hillcrest Rd., Cherry Ln. to Gardener St.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
840	Hull Rd., South Stage Rd. to Stewart St.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
841	Pioneer Rd. (Phase1), Colver Rd. to Coleman Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
842	Pioneer Rd. (Phase2), Griffin Creek Rd. to Carpenter Hill Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
843	Taylor Rd., Old Stage Rd. to Grant Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
844	Upton Rd., Raymond St. to Gibbon Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
845	VA Domicillary to Antelope Rd.	Upgrade pathway to ODOT's standards	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities

2005-2030 Regional Transportation Plan (RTP) Projects

RTP#	Location	Description	Conformity Analysis	Conformity Status
Jackson County (continued)				
846	Voorhies Rd., Carpenter Rd. to S. Stage Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
847	Bigham Brown Rd., Antelope Rd. to City of Eagle Point	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
848	Wilson Way, Ave. G to Ave. F	New two lane urban minor collector	2030	Non-Exempt
849	Fern Valley Rd., N. Phoenix Rd. to eastern Phoenix UGB	Widen to five lanes with bike lanes and sidewalks	2030	Non-Exempt
850	Coleman Creek Rd., Carpenter Hill Rd. to Pioneer Rd.	Widen to rural two lane with shoulder bikeways	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
Oregon Department of Transportation (ODOT)				
900	OR 99: Colver Rd. to Rapp Rd. (Talent)	Widen to add continuous left turn lane and sidewalks	n/a	Exempt (Table 2) - Bicycle and pedestrian facilities
901	I-5: South Medford Interchange	Relocate and construct new interchange	Baseline	Non-Exempt
902	I-5: Fern Valley Interchange, Unit 2	Widen I-5 bridge and Fern Valley Rd. to five lanes; replace Bear Creek bridge	2010+	Non-Exempt
903	OR 62: Corridor Solutions Unit 2	Construct limited access expressway from Poplar/Hilton to Delta Waters	2010+	Non-Exempt
904	OR 140 Freight Extension	Lane and shoulder widening for freight movements	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
905	OR 140 at Kershaw (White City)	Install advance hazard I.D. beacon	n/a	Exempt (Table 2) - Safety, traffic control device
906	OR 99: Jurisdictional Transfer (Central Point)	Transfer jurisdiction over portion of OR 99 in Central Point	n/a	Exempt (Table 2) - Other, non-construction activity
907	OR 99: Walker Ave. to I-5 (Ashland)	Grind and inlay/overlay, add sidewalks	n/a	Exempt (Table 2) - Safety, pavement resurfacing
908	I-5: Bear Creek Bridges NB and SB	Replace both structures	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
909	I-5/OR 66: Bridge Bundle 301	Replace bridges @ Neil Ck, OR 66, Bear Ck (2), and Eagle Mill	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
910	I-5: Bridge Bundle 302	Replace bridges at Central Pt. Connector and Upton Rd.	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
911	OR 238 at Bybee Corner	Change alignment at intersection, safety improvements	n/a	Exempt (Table 3) - Changes in vertical and horizontal alignment
912	I-5: Central Point Interchange SB off Ramp Improvement	Extend and channelize SB off-ramp for added storage	n/a	Exempt (Table 3) - Intersection channelization
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	n/a	Exempt (Table 2) - Safety, roadside rest areas.
914	OR 238 Unit 2 - Hanley Rd. and Rossanley Dr.	Widen to add center turn lane (w/ bike lanes and sidewalks on Rossanley)	n/a	Exempt (Table 2) - Safety, widening narrow pavements or bridge repair
915	OR 62 Approach at Agate Intersection	TSM safety project/intersection reconfiguration	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
916	OR 62/238 and OR 99	Construct flyover ramp	2030	Non-Exempt
917	I-5: Seven Oaks Interchange, Phase 2	Interchange reconfiguration, safety improvements	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
918	I-5: Central Point Interchange (Exit 33)	Interchange reconfiguration	n/a	Exempt (Table 3) - Interchange/intersection reconfiguration projects
Rogue Valley Transportation District (RVTD)				
1001	Job Access Reverse Commute (JARC) - Operations		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1002	Job Access Reverse Commute (JARC) - Operations		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1003	Job Access Reverse Commute (JARC) - Operations		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1004	Job Access Reverse Commute (JARC) - Operations		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1005	Urban Operations Support		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1006	Urban Operations Support		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1007	Urban Operations Support		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1008	Urban Operations Support		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1009	Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1010	Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1011	Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1012	Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1013	TDM Rideshare Projects		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1014	TDM Rideshare Projects		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1015	TDM Rideshare Projects		n/a	Exempt (Table 2) - Operating assistance to transit agencies.
1016	TDM Rideshare Projects		n/a	Exempt (Table 2) - Operating assistance to transit agencies.

Appendix E

Opportunities for Public Comment on Air Quality Conformity

Overview

Throughout development of the 2008-11 TIP two RVMPO committees meet regularly in publicly announced meetings.

- RVMPO Public Advisory Council met bimonthly, with all meeting advertised in the Medford Mail Tribune.
- RVMPO TAC met monthly, with all meetings announced to the news media and to about 80 interested parties.
- RVMPO Policy Committee met monthly, with all meetings announced to the news media and to about 80 interested parties.

Appendix F

Public Comments Received and Responses During Public Comment Period

None

Appendix G

Agency Comments Received and Responses During Public Comment Period

2008-2011 RVMPO TIP INTERAGENCY CONSULTATION CONFERENCE CALL

June 26, 2007 1:30 – 2:30 p.m.

Meeting Minutes

Present via conference call: Matt Hermen, RVCOG; Michelle Eraut, FHWA; Anna Kemmerer and Dave Nordberg ODEQ; Wayne Elson, EPA; Dave Goodwin, ODOT

Matt H. explained that the purpose of the meeting was interagency consultation for the RVMPO 2008-11 Metropolitan Transportation Improvement Program (MTIP). He said what he hoped to accomplish was to give overview of assumptions used for the development of the TIP as well as to receive concurrence.

The Air Quality Analysis was to rely on previous regional emissions analysis for the last RTP update (2005-2030) and 2006-09 TIP. Based on following assumptions:

- No new regionally significant projects are being added to the RTP long-range plan
- All projects included in the 2008-11 TIP are consistent with the RTP
- The previous air quality analysis is less than three years old
- No additional years are being added to the RTP and the TIP
- The previous regional emissions analysis passed our budget

Michelle E. asked about the plan document and clarified that it was not to demonstrate conformity.

Dave G. asked what communication Matt has had with regional ODOT staff regarding the STIP. Matt H. said he incorporated all ODOT projects that take place in the RVMPO area into the TIP, communicated with the regional STIP coordinator, the MTIP goes into the STIP verbatim, ODOT not allowed to edit projects from the RVMPO.

Michelle E. said Matt should go through the new projects and show how they are exempt from conformity and see if they would require modeling. Matt asked if he needed concurrence from the group if they are exempt or not. Michelle E. responded that if any parties thought that some project was not exempt we would want to discuss that. She commented that they all looked exempt to her and would not be able to be modeled. She questioned why so many projects were carried forward into the next TIP. Matt H. said he had programmed discretionary funds out till 2011 and a lot of projects were delayed due to matching funds.

Michelle E. said the conformity determination needed to be in place before the MPO adopts the TIP, cannot adopt until conformity determination. Matt H. responded that he thought the only

thing left was to incorporate interagency consultation into the document, intent is to get concurrence and move forward.

Michelle E. responded that intent of the conformity plan was to make sure everyone consulted with agreed with the major assumptions and that allowed Matt to produce the conformity determination. Matt H. asked if the MTIP could be adopted before this is approved. Michelle E. said a plan could not be adopted on a TIP unless conformity was demonstrated.

Matt asked if he could get agreement on relying on previous emissions analysis for the AQCD.

Michelle E.: absent contrary

comments from any other partners FHWA is comfortable with you doing that

Dave N.: we agree

Dave G.: comfortable with approach

Anna K.: agree with Dave N.

Wayne: if Dave is okay I am

Matt H. asked if the next steps were to incorporate this agreement into the AQCD for the 2008-11 TIP.

Michelle E. said the conformity determination would be a stand alone document and she suggested circulating the main draft conformity determination to everyone in the group for comment.

Group agreed that would work

Matt will make changes and distribute the AQCD.