



## AGENDA

Middle Rogue Metropolitan Planning Organization  
Technical Advisory Committee

---

**Date: Thursday, May 4, 2023**

**Time: 1:30 p.m.**

### Join In-Person

**Location:** Ridge Room Conference Room, Grants  
Pass City Hall, 101 NW A St, Grants  
Pass, OR

**Transit:** Served by JCT Routes #10, 20, 35, 40,  
50, 80 and 100. Paratransit services  
are available for qualified individuals.

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

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

### Or via Zoom

**Meeting ID:** 863 3217 3219

**Passcode:** 692045

**Phone #:** +1 346 248 7799

### **Zoom Link:**

<https://us06web.zoom.us/j/86332173219?pwd=SE03ZVdhd0ZMeExBd00xOGY0R2Vudz09>

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

---

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

**Chair**

## **Consent Agenda**

### **2. Review / Approve Minutes**

**Chair**

Attachment: [#1 MRMPO TAC Meeting Draft Minutes 04/06/2023](#)

## **Action Items**

### **3. 2024-2027 Transportation Improvement Program**

**Ryan MacLaren**

**Background:** Every three years the MRMPO is required to develop the next Transportation Improvement Program (TIP). This TIP has been developed in coordination with the local member governments and with ODOT

**Attachment:** [#2 Draft TIP](#)

**Action Requested:** Recommendation of approval

---

### **4. Air Quality Conformity Determination**

**Ryan MacLaren**

**Background:** The MRMPO area is in non-attainment for PM10. As a requirement of the Clean Air Act Amendments of 1990, the MRMPO is required to ensure that any new TIP or RTP conforms with the air quality budget as set forth the State Implementation Plan (SIP).

**Attachment:** [#3 Draft AQCD](#)

**Action Requested:** Recommendation of approval



# AGENDA

## Middle Rogue Metropolitan Planning Organization

### Technical Advisory Committee

---

#### 5. Unified Planning Work Program

Ryan MacLaren

Background: Each year the MRMPO is required to develop a Unified Planning Work Program, which is the budget for the upcoming fiscal year.

Attachment: [#4 Draft UPWP](#)

Action Requested: Recommendation of approval

#### 6. List of Regional Transportation Program Projects

Ryan MacLaren

Background: List of RTP Projects for final review.

Attachment: #4 List to be sent under separate cover

Action Requested: Recommendation of approval

### Discussion Items

#### 7. Public Comment

Chair

### Regular Updates

#### 8. MRMPO Update

Ryan MacLaren

---

#### 9. Other Business / Local Business

Chair

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects

---

#### 10. Adjournment

Chair

#### Scheduled Meetings

MRMPO TAC	June 1, 2023	1:30 p.m.
MRMPO CAC	May 11, 2023	2:00 p.m.
MRMPO Policy Meeting	May 18, 2023	2:30 p.m.

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



## SUMMARY MINUTES

### Middle Rogue Metropolitan Planning Organization

#### Technical Advisory Committee

**Date: Thursday, April 6, 2023**

Attendees:

Voting Members	Organization	Phone Number
Shelly Stichter	Grants Pass	450-6126
Ryan Nolan	Rogue River	582-4401 ext. 106
James Philip	Jackson County	774-6236
Neil Burgess, Chair	Josephine County	474-5460
Scott Chancey, Vice Chair	JCT	474-5441
Ian Horlacher	ODOT	447-6399
Justin Shoemaker	ODOT	774-6376
Alternate Members	Organization	Phone Number
Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Yazeed Alrashdi	RVCOG	423-1378
Interested Parties	Organization	
Lesley Orr	CAC	

#### MRMPO TAC Minutes – Thursday, April 6, 2023

[Agenda Packet](#)

[Meeting Audio](#)

Due to technical issues, not all items are recorded.

#### 1. Call to Order at 1:30 P.M. / Introductions / Review Agenda 00:00 – 01:08

Quorum: Grants Pass, Rogue River, Jackson County, Josephine County, ODOT

#### 2. Review / Approve Minutes 01:08 – 01:33

- 01:15** Ian Horlacher moved to approve the March 2, 2023 MRMPO TAC Meeting Minutes as discussed. Seconded by Scott Chancey.  
No further discussion.  
Motion passed unanimously by voice vote.

### Action Items

#### 3. Allen Creek Road Transfer of Funds 01:33 – 03:52

- 03:23** Ian Horlacher moved to Table the item. Seconded by Justin Shoemaker.  
No further discussion.  
Motions passed unanimously by voice vote.



## SUMMARY MINUTES

### Middle Rogue Metropolitan Planning Organization Technical Advisory Committee

#### Discussion Items

4. Draft Transportation Improvement Program/Air Quality Conformity Determination **03:52 – 09:59**

5. List of RPT Projects **09:59 –16:20**

6. Public Comment

*Ride the Rogue is happening on September 22, 2023. Sign up now at [RideTheRogue.com](https://www.ridetherogue.com)*

#### Regular Updates

7. MPO Planning Update

*Provided by Ryan MacLaren regarding the TIP Open House.*

8. Other Business / Local Business

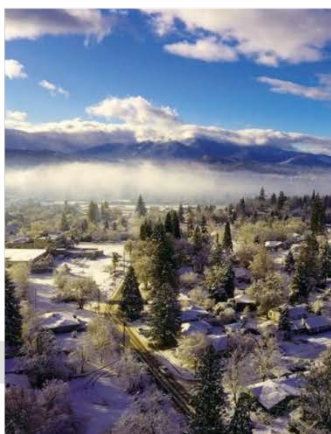
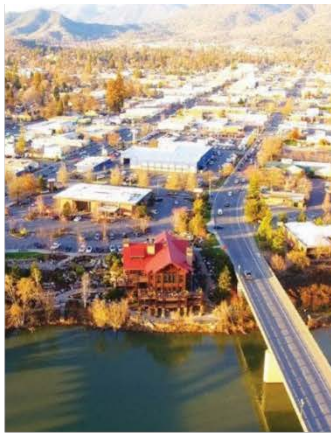
9. Adjournment

2:15 p.m.

#### Scheduled Meetings

MRMPO TAC	May 4 2023	1:30 p.m.
MRMPO CAC	April 13, 2023	2:00 p.m.
MRMPO Policy Meeting	April 20, 2023	2:30 p.m.





# Transportation Improvement Program

Federal Fiscal Years  
2024-2027



**MIDDLE ROGUE**  
METROPOLITAN PLANNING ORGANIZATION

Staffed by the  
Rogue Valley Council of Governments  
155 N 1st St, Central Point, OR 97502 | 541-664-6674 | [rvcog.org](http://rvcog.org)

Middle Rogue  
Metropolitan Planning Organization

**Transportation  
Improvement Program  
Federal Fiscal Years 2024 – 2027**

Adopted by the MRMPO Policy Committee  
Month Day, 2023

**Published by:**

Middle Rogue Metropolitan Planning Organization  
Rogue Valley Council of Governments  
155 N. First St.; P O Box 3275  
Central Point, OR 97502  
Phone: 541.664.6674  
[www.mrmppo.org](http://www.mrmppo.org)

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

# Introduction

---

Following the 2010 Census, the Grants Pass Urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population of more than 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 Middle Rogue MPO (MRMPO) in March 2013. The RVCOG Board of Directors delegated responsibility for MRMPO policy functions to the Policy Committee, which consists of elected and appointed officials from member jurisdictions Gold Hill, Grants Pass, Rogue River, Jackson County, Josephine County, and the Oregon Department of Transportation. The Policy Committee considers recommendations from the public and the Technical Advisory Committee (TAC), made up of jurisdictional public Works and planning staff and state agency staff, and the Citizens Advisory Committee (CAC), composed of representatives from a broad range of constituencies.

The planning area is shown in Figure 1 on Page 4. 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.

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

- Develop and maintain a Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) consistent with state and federal planning requirements
- Conform to the requirements related to regional air quality emissions contained in OAR-340-252 (Transportation Conformity) and 40 CFR 93 (Determining Conformity of Federal Actions to State or Federal Implementation Plans).
- Review specific transportation and development proposals for consistency with the RTP
- Develop a Public Participation Plan that establishes an open decision-making process in which interested parties can influence decisions.
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators.
- Develop an annual planning work program.
- House and staff the regional travel demand model for the purposes of assessing, planning, and coordinating regional travel demand impacts. ODOT's Transportation Planning Analysis Unit currently provides modeling services to the MRMPO

**Policy  
Committee**

Melia Biedscheid  
Valerie Lovelace, Chair  
Rick Riker  
Pam VanArsdale, Vice Chair  
Rick Dyer  
Robert Brandes  
Dan DeYoung  
Mike Baker

City of Gold Hill  
City of Grants Pass  
City of Grants Pass  
City of Rogue River  
Jackson County  
Josephine County  
Josephine County  
ODOT

**Technical  
Advisory  
Committee**

Adam Hanks  
Shelly Sticher  
Wade Elliot  
Ryan Nolan  
James Philip  
Neil Burgess, Chair  
Scott Chancey, Vice Chair  
Ian Horlacher  
Justin Shoemaker  
Josh LeBombard  
*Non-Voting Members*  
Jasmine Harris  
Karl Welzenbach

City of Gold Hill  
City of Grants Pass  
City of Grants Pass  
City of Rogue River  
Jackson County  
Josephine County  
Josephine County Transit  
ODOT  
ODOT  
DLCD  
  
FHWA  
MRMPO (Staff)

**Citizens  
Advisory  
Committee**

David West  
Judy Garrett  
Fred Saunders  
Dick Converse, Vice Chair  
Lesley Orr  
Trent Carpenter, Chair

City of Grants Pass  
City of Grants Pass  
Josephine County  
Josephine County  
Active Transportation  
Freight

# Table of Contents

---

<b>Introduction</b>	ii
<b>Federal Requirements</b>	
Time Period	1
Public Involvement and Comment	1
Projects	1
Financial Constraint	1
TIP and Statewide Transportation Improvement Program (STIP) Relationship	1
Air Quality Conformity Determination	2
<b>Project Selection &amp; Prioritization</b>	
Purpose	4
TIP Project Summary	4
Public Involvement Process	5
Amending the TIP	5
<b>MRMPO 2021 – 2024 TIP Projects</b>	7
<b>Tables</b>	
Table 1: TIP Amendment Process	6
Table 2: Glossary of Fund Source Abbreviations	7
Table 3: Program of 2021-2024 Transportation Projects	8
Table 4: Demonstration of Financial Constraint	14
Table 5: Agency Comments and Responses	31
Table 6: Public Comments and Responses	31
<b>Figures</b>	
Figure 1: MRMPO and AQMA Area Map	3
Figure 2: Project Location Map	12
Figure 2: ODOT Project Types and Associated Funding Sources	14
Figure 4: CMAQ and STBG Available Funds	16
Figure 5: Available PL and 5303 Funds	17
Figure 6: JCT Funding	17
<b>Appendices</b>	
Appendix A: Policy Committee Resolution Adoption TIP	13
Appendix B: Transportation Project Funding Sources	14
Demonstration of Financial Constraint	14
Adequate Maintenance & Operation of Existing System	14
Available & Committed Revenues and Funding Sources	16
Reasonably Available Revenues and Funding Sources	16
Appendix C: Transportation Planning Acronyms and Terms	24
Appendix D: Regionally Significant Projects Definition	29
Appendix E: Comments and Responses	31
Appendix F: MRMPO Self-Certification	32

# Federal Requirements

---

Federal legislation requires that the Middle Rogue MPO (MRMPO) develop a Transportation Improvement Plan (TIP) at least every four years. The TIP must be developed in cooperation with the state and transit operators and be approved by the Policy Committee and the Governor. Copies of the TIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and made available to residents on the MRMPO webpage. Federal regulations that guide the development and maintenance of the TIP include:

## **Time Period 23 CFR 450.32(a)**

The TIP must cover a period of not less than four years and must be updated at least every four years. Projects beyond the four-year period are considered informational only.

## **Public Involvement and Comment 23 CFR 450.324(b)**

Reasonable opportunity must be provided for public comment prior to approval and the TIP must be made readily available including electronically accessible formats and means such as publication on the World Wide Web. This TIP was prepared as a coordinated and cooperative effort of the MRMPO member jurisdictions. In addition to the MRMPO 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 (based on the MRMPO's public review period).

## **Projects 23 CFR 450.324(c)(d)(g)**

The TIP must include all federally funded projects (including pedestrian walkways, bicycle facilities and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally significant projects requiring an action by FHWA regardless of funding source. Projects in the TIP must be consistent with the metropolitan transportation plan (RTP).

## **Financial Constraint 23 CFR 450.324(f)(i)**

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. "Financially constrained" means that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the TIP represent the best estimates possible at this time based on federal, state, and local consultation. 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.

## **TIP and Statewide Transportation Improvement Program (STIP) Relationship 23 CFR 450.324(a)**

The frequency and cycle for updating the TIP must be compatible with Oregon's Statewide Transportation Improvement Program (STIP) development and approval process. The current TIP expires when FHWA and FTA approval of the current STIP expires. After approval of the TIP by the Policy Committee and the Governor, the TIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by the Middle Rogue MPO in cooperation with ODOT STIP coordinators.

The STIP is a listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle, and pedestrian projects, and includes projects in the National Parks, National Forests, and Indian tribal lands.

# Federal Requirements

---

## Air Quality Conformity Determination

### 23 CFR 450.324(a)

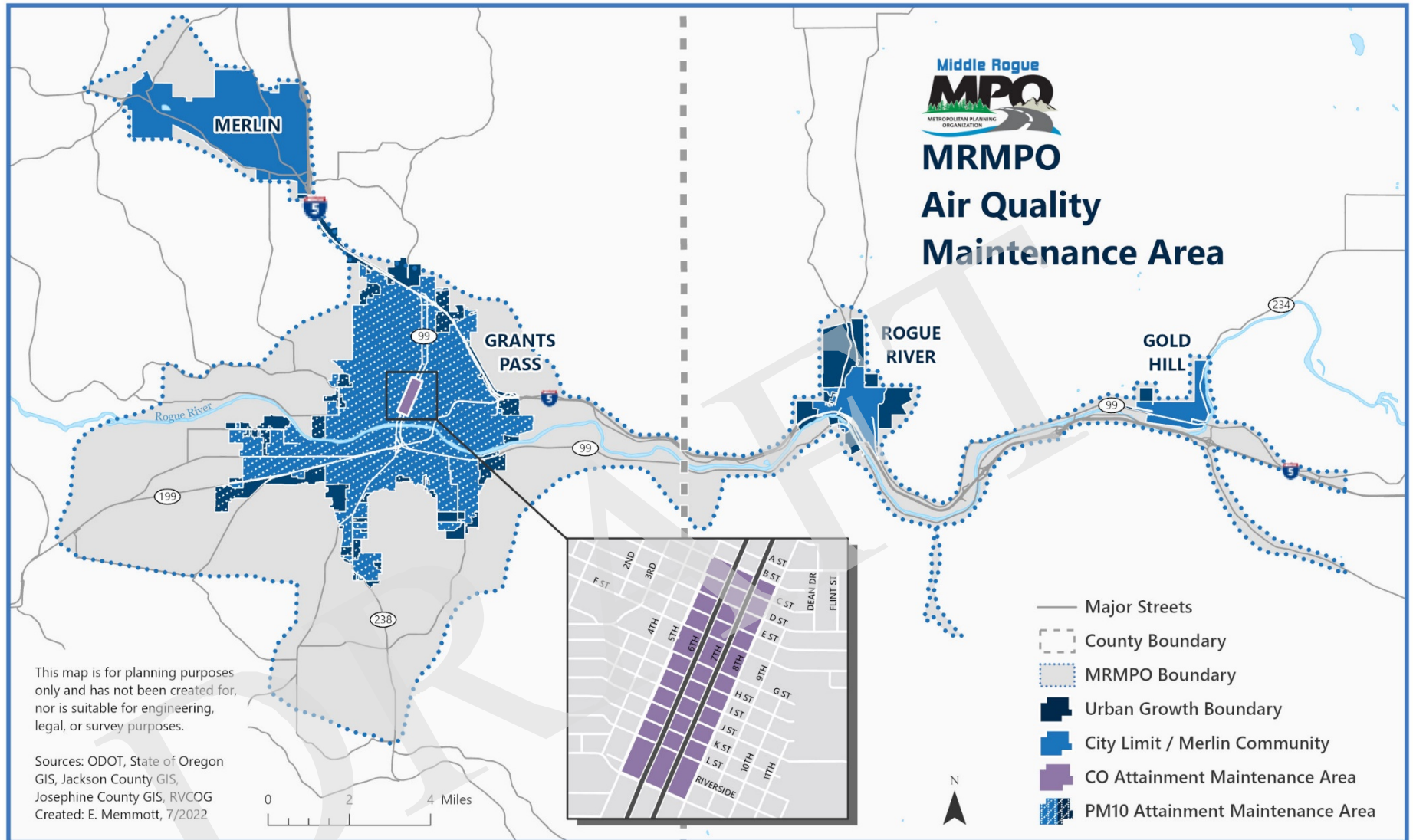
In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any amended or updated TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93).

Within the Grants Pass area, the air pollutants of concern are that of ***coarse particulate matter (PM<sub>10</sub>) and carbon monoxide (CO)***. In September 2015, the US Environmental Protection Agency (US-EPA) approved CO and PM<sub>10</sub> Limited Maintenance Plans (LMPs) for the Grants Pass area. In accordance with the requirements of the Clean Air Act (CAA), the EPA approved these SIP revisions because it was demonstrated that Grants Pass will continue to meet the carbon monoxide and particulate matter National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond re-designation, through 2025. According to federal rules, while areas with approved limited maintenance plans are not required to perform a regional emission analysis, they are required to demonstrate conformity of the transportation plans as stated in 40 CFR part 93, subpart A.

The Air Quality Conformity Determination (AQCD) prepared on this TIP demonstrates that air emissions of CO and PM<sub>10</sub> remain well below the national standards (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 Division 252).



**Figure 1: MRMPO Area and Air Quality Area Boundaries**





# Project Selection & Prioritization

---

## Purpose

The TIP is the programming mechanism used to prioritize projects in the MPO area over the short-term and is the mechanism by which funds are committed to specific surface transportation projects. The TIP must be developed in cooperation with the state and transit operators and approved by the MRMPO Policy Committee and the Governor.

Projects included in the TIP should be first identified as part of the RTP, the MPO's long-range planning and visioning document. The TIP is the method by which the MPO prioritizes, schedules, and allocates funding to specific surface transportation projects identified within the RTP. Upon adoption of the TIP by the Policy Committee, no additional action is required for the funding of these projects up to the amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Committee may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project.

According to the intergovernmental agreement establishing the Middle Rogue MPO, decisions that create criteria to be used to prioritize and/or rank transportation projects located within the MPO boundary must be made by a majority vote of all Policy Committee members present. This applies to the allocation of Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds designated for the MRMPO, the expenditure of which will be outlined in the TIP.

The Federal Fiscal Year (FFY) 2024-2027 TIP is built upon projects programmed in the 2024-27 TIP and STIP. As additional funds are allocated or awarded to the MPO area, the TIP will be amended by the MRMPO Policy Committee to include those funds. A list of funding sources is included as Appendix B.

## TIP Project Summary

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. Federally funded and regionally significant projects to be implemented within the MRMPO region must be found to be consistent with the Clean Air Act requirements. Projects must conform to the limited maintenance plans for particulates (PM10) and carbon monoxide (see the draft MRMPO Air Quality Conformity Determination for details at [www.mrmppo.org](http://www.mrmppo.org)). Once conformity is established, the MRMPO may consider listing the project in this program. To be considered for the TIP, the project must already be listed in the MRMPO long-range plan (RTP), or it must be consistent with the RTP goals so that it can be amended into the RTP. The STIP is developed and maintained to be consistent with the TIP.

There are different processes for developing projects for inclusion in the TIP, depending on the funding sources and the sponsoring agency. Projects are funded with federal discretionary funds that come to the region for allocation, or with funds provided by the sponsoring agency. Often a combination of sources is used to fully fund a project.

For projects receiving federal funds over which the MRMPO has discretion like the Surface Transportation Block Grant Program – local share (STBG-L) and Congestion Mitigation and Air Quality program (CMAQ), the MRMPO engages in an open solicitation of project applications from the member jurisdictions, develops a project evaluation and selection process that reflects regional, state and federal priorities, and selects projects and sets funding levels. The MRMPO Policy Committee is responsible for allocating regional discretionary federal transportation funds to projects but USDOT makes final eligibility determinations. Details about project evaluation for MRMPO funding is available at [www.mrmppo.org](http://www.mrmppo.org). The MRMPO will award about \$2,615,876 covering fiscal years 2025-2027 in STBG funds and about \$1,350,048 in CMAQ funds during the same period.

# Project Selection & Prioritization

---

For this round of TIP development, the member local governments agreed to work with ODOT to ensure that project applications are as accurate as possible.

Local and agency funded projects are drawn from state Transportation System Plans (for cities and the county) and other long- and short-ranged planning documents. The jurisdiction and agency funded projects reflect priorities of the agency as well as the MRMPO.

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 MRMPO Policy Committee. As required by 23 CFR 450.324(n) (1), the criteria for prioritization and implementation of TIP projects are shown in the RTP and implemented through a discretionary funding process (see materials at [www.mrmmpo.org](http://www.mrmmpo.org) and on file at RVCOG).

## Public Involvement Process

Public Involvement is a key part of transportation planning efforts and the projects included in the TIP are consistent with local Transportation System Plans and Transit Plans, which involved significant public involvement. This TIP was prepared as a continuing, coordinated, and cooperative effort of the MRMPO member jurisdictions and was discussed at meetings of the two advisory committees and the

Policy Committee. All committee meetings are open to the public, with email notification of all meetings provided to local media. Email notification of all MRMPO meetings is also provided to a list of local stakeholders and agency staff. Each committee meeting includes formal time for public comment. In addition, all committee meeting agendas and minutes are posted on the MPO webpage. Public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects (POP) requirements of the Section 5307 Program and other Federal Transit Administration funding programs.

## Amending the TIP

Conditions under which projects are implemented can change before and during implementation. All such changes must be in the TIP before they can occur on the ground. For that reason, the TIP often is amended. For the most up-to-date status on any given project, the sponsoring agency or MRMPO staff should be contacted.

The process of amending the TIP includes both “administrative” or “full” amendments. Full amendments require Policy Committee approval with a 21-day public participation and comment period. Federal regulations do not require this process for administrative amendments, so they are accomplished through staff action. Table 1 on the following page describes the amendment process in detail.

**Table 1: TIP Amendment Process**

	Type of Change	Federal Action	Full Amend	Admin Amend
<b>If it is NOT in the TIP:</b>				
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		✓
<b>If it is already in the TIP:</b>				
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.

# MRMPO 2024-2027 TIP Projects

The MRMPO TIP identifies transportation projects and programs to be implemented in the MRMPO planning area in the years 2024 through 2027. All MRMPO member jurisdictions participated in developing the TIP as well as the project solicitation and selection process for MRMPO discretionary funds and development and adoption of the Air Quality Conformity Determination. Details about MRMPO committee discussion of these processes is available at [www.mrmppo.org](http://www.mrmppo.org)

The TIP provides the intended schedule and estimated cost for each phase of listed projects. Table 2 below lists the abbreviations that are used to identify the funding sources for TIP projects. Funding sources are described in detail in Appendix C.

Table 3 on the following pages lists 2024-2027 TIP projects by jurisdictions. Work is described by phase and cost. Consistent with 23 CFR 450.324(n)(2). Air Quality Conformity status is indicated for each project; the conformity determination for this program is published separately.

**Table 2: Glossary of Fund Source Abbreviations**

Federal Sources	
CMAQ	Congestion Mitigation and Air Quality
TE	Transportation Enhancement
Earmark	Earmarked Funds
HEP	Hazard Elimination Program
HBRR	Highway Bridge Rehabilitation and Replacement
NHS	National Highway System
STBG	Surface Transportation Block Grant Program
FTA 5307	Urban Operations Support
FTA 5310	Transit Elderly and Disabled Services
State Sources	
Bike/Ped	Bicycle and Pedestrian Grants
LSN	Local Street Network
Mod	State Modernization Fund
OTIA	Oregon Transportation Investment Act
TDM	Transportation Demand/Rideshare Program
JTA	Jobs & Transportation Act (2009 Legislature)
Local Sources	
Local	Funds provided by project sponsor

**Table 3: Program of 2024-2027 Transportation Projects**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Gold Hill														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
		Other												
Total FFY24-27														
Subtotal Gold Hill Projects														
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Grants Pass														
Lincoln Rd. Multi-Modal and Transit Enhancements	Modernize Lincoln Rd from Bridge to G St to include bike lanes and sidewalks. Work to include turn lane and resurfacing of existing lanes.	GP-007	Exempt 40 CFR 93.126 Table 2  Safety: Traffic control devices and operating assistance other than signalization projects  Air Quality: Bicycle and pedestrian facilities	23304	2025	Planning	\$ 362,040	STBG	\$ 149,992	Grants Pass	\$ 512,032			\$ 512,032
				23304	2025	Planning	\$ 450,016	CMAQ (L400)	\$ 149,992	Grants Pass	\$ 600,008			\$ 600,008
				23304	2025	Design	\$ 500,000	STBG	\$ 250,000	Grants Pass	\$ 750,000			\$ 750,000
				23304	2026	Land Purchase	\$ 876,918	STBG	\$ 125,000	Grants Pass	\$ 1,001,918	\$ 688,082	Local	\$ 1,690,000
				23304	2026	Land Purchase	\$ 450,016	CMAQ (L400)	\$ 125,000	Grants Pass	\$ 575,016			\$ 575,016
						Utility Relocate					\$ -			\$ -
				23304	2027	Construction	\$ 876,918	STBG	\$ 50,000	Grants Pass	\$ 926,918	\$ 3,027,950	Local	\$ 3,954,868
				23304	2027	Construction	\$ 450,016	CMAQ (L400)	\$ 50,000	Grants Pass	\$ 500,016			\$ 500,016
				Total FFY24-27			\$ 3,965,924		\$ 899,984		\$ 4,865,908	\$ 3,027,950		\$ 8,581,940
Subtotal Grants Pass Projects							\$ 3,965,924		\$ 899,984		\$ 4,865,908	\$ 3,027,950		\$ 8,581,940
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Jackson County														
Galls Creek (Lampman Rd) bridge	Replace the existing bridge to meet current standards.	N/A	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2			Planning								
				23163	2023	Design	\$ 729,236	IIJA	\$ 83,464	Local	\$ 812,700			\$ 812,700
				23163	2025	Land Purchase	\$ 56,799	IIJA	\$ 6,501	Local	\$ 63,300			\$ 63,300
						Utility Relocate					\$ -			\$ -
				23163	2026	Construction	\$ 2,563,855	IIJA	\$ 293,410	Local	\$ 2,857,265			\$ 2,857,265
					Other					\$ -			\$ 3,733,265	
			Total FFY24-27		\$ 3,349,890		\$ 383,375		\$ 3,733,265			\$ 3,733,265		
Subtotal Jackson County Projects														\$ 3,733,265

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Josephine County														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
					Total FFY24-27									
Subtotal Josephine County Projects														
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Josephine Community Transit														
Oregon Transportation Network - Josephine Co FFY 24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements	N/A	Exempt Table 2 Transit	22052	FFY2024	Other	\$ 253,808	SW Transit	\$29,049	JCT	\$ 282,857	\$ -	NA	\$ 282,857
Enhanced Mobility Program JCT FFY24	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	21989	FFY2024	Other	\$ 109,000	FTA 5310	\$27,250	JCT	\$ 136,250	\$ -	NA	\$ 136,250
Enhanced Mobility Program JCT FFY25	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	22956	FFY2025	Other	\$ 146,083	FTA 5310	\$36,521	JCT	\$ 182,604	\$ -	NA	\$ 182,604

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Enhanced Mobility Program JCT FFY26	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	22969	FFY2026	Other	\$ 152,048	FTA 5310	\$38,012	JCT	\$ 190,060	\$ -	NA	\$ 190,060
Enhanced Mobility Program JCT FFY27	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	22981	FFY2027	Other	\$ 158,375	FTA 5310	\$39,594	JCT	\$ 197,969	\$ -	NA	\$ 197,969
Enhanced Mobility E&D JCT FY25	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	23002	FFY2025	Other	\$ 337,565	FTA 5310	\$38,636	JCT	\$ 376,201	\$ -	NA	\$ 376,201
Enhanced Mobility E&D JCT FY26	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	23019	FFY2026	Other	\$ 337,565	FTA 5310	\$38,636	JCT	\$ 376,201	\$ -	NA	\$ 376,201
Enhanced Mobility E&D JCT FY27	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	23032	FFY2027	Other	\$ 337,565	FTA 5310	\$38,636	JCT	\$ 376,201	\$ -	NA	\$ 376,201
Josephine Co - Transit operations (5307) FY2024	Transit operation expenses	n/a	Exempt Table 2 Transit	20979	FFY2024	Other	\$ 1,116,568	FTA 5307	\$ 1,116,568	JCT	\$ 2,233,136	\$ -	NA	\$ 2,233,136
Josephine Co - Transit operations (5307) FY2025	Transit operation expenses	n/a	Exempt Table 2 Transit	23336	FFY2025	Other	\$ 1,150,065	FTA 5307	\$ 1,150,065	JCT	\$ 2,300,130	\$ -	NA	\$ 2,300,130
Josephine Co - Transit operations (5307) FY2026	Transit operation expenses	n/a	Exempt Table 2 Transit	23337	FFY2026	Other	\$ 1,184,567	FTA 5307	\$ 1,184,567	JCT	\$ 2,369,134	\$ -	NA	\$ 2,369,134
Josephine Co - Transit operations (5307) FY2027	Transit operation expenses	n/a	Exempt Table 2 Transit Operations	23338	FFY2027	Other	\$ 1,220,104	FTA 5307	\$ 1,220,104	JCT	\$ 2,440,208	\$ -	NA	\$ 2,440,208
Subtotal Josephine Community Transit Projects							\$ 6,503,313		\$ 4,957,638		\$ 11,460,952			\$ 11,460,952

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
I-5: Evans Creek Bridge & Bridge over Depot St (Rogue River)	Widen the Evans Creek Bridge to the west side (southbound lanes). Widen the bridge over Depot Street to the west side (southbound lanes). Remove portions of the bridge driving surfaces of both bridges and place new surface. Replace the	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2  Safety: Widening narrow pavements or reconstructing bridges (no additional travel lanes)			Planning					\$ -			
				21775	2021	Design	\$ 1,383,300	FIX-IT SWB	\$ 116,700	ODOT	\$ 1,500,000			\$ 1,500,000
				21775	2023	Land Purchase	\$ 27,666	FIX-IT SWB	\$ 2,334	ODOT	\$ 30,000			\$ 30,000
				21775	2023	Utility Relocation	\$ 46,110	FIX-IT SWB	\$ 3,890	ODOT	\$ 50,000			\$ 50,000
				21775	2024	Construction	\$ 6,738,515	FIX-IT SWB	\$568,485	ODOT	\$ 7,307,000			\$ 7,307,000
						Other			\$ -		\$ -			
					Total FFY24-27		\$ 8,195,591		\$ 691,409		\$ 8,887,000			\$ 8,887,000
Southwest Oregon Rural Intersection Safety Improvements	Install signs to provide a safer roadway to the traveling public in ODOT region 3.	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2  Other: Directional and informational signs			Planning					\$ -			
				23053	2024	Design	\$ 389,977	HSIP - IIJA	\$ 43,331	ODOT	\$ 433,308			\$ 433,308
						Land Purchase					\$ -			\$ -
						Utility Relocation					\$ -			\$ -
				23053	2025	Construction	\$ 2,418,012	HSIP - IIJA	\$268,668	ODOT	\$ 2,686,680			\$ 2,686,680
						Other			\$ -		\$ -			
					Total FFY24-27		\$ 2,807,989		\$ 311,999		\$ 3,119,988			\$ 3,119,988
OR:99 Fruitdale Creek Culvert	construction project to replace a culvert with a bridge. The replacement will improve fish passage no additional travel lanes.	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2  Safety: Widening narrow pavements or reconstructing bridges (no additional travel lanes)			Planning					\$ -			
				21720	2022	Design	\$ 1,315,442	FIX-IT FP	\$ 150,558	ODOT	\$ 1,466,000			\$ 1,466,000
				21720	2024	Land Purchase	\$ 565,299	FIX-IT FP	\$ 64,701	ODOT	\$ 630,000			\$ 630,000
				21720	2024	Utility Relocation	\$ 44,865	FIX-IT FP	\$ 5,135	ODOT	\$ 50,000			\$ 50,000
						Construction					\$ -			
						Other					\$ -			
					Total FFY24-27		\$ 1,925,606		\$ 220,394		\$ 2,146,000			\$ 2,146,000



**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Rogue Valley Rural Intersection Improvements	Install safety signs at various intersection approaches in the rural Rogue Valley. Install flashing lights at the intersections. This will help improve intersection visibility to	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2			Planning					\$ -			
				21717	2022	Design	\$ 202,884	ARTS R3	\$ 17,116	ODOT	\$ 220,000			\$ 220,000
				21717	2023	Land Purchase	\$ 1,844	ARTS R3	\$ 156	ODOT	\$ 2,000			\$ 2,000
				21717	2024	Utility Relocate	\$ 23,055	ARTS R3	\$ 1,945	ODOT	\$ 25,000			\$ 25,000
				21717	2024	Construction	\$ 892,690	ARTS R3	\$75,310	ODOT	\$ 968,000			\$ 968,000
						Other			\$ -		\$ -			
						Total FFY24-27	\$ 1,120,473		\$ 94,527		\$ 1,215,000			\$ 1,215,000
Jackson and Josephine County curb ramps, phase 3	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2			Planning					\$ -			
				22571	2022	Design	\$ 4,215,901	STBG-IIJA	\$ 482,529	ODOT	\$ 4,698,430			\$ 4,698,430
				22571	2023	Land Purchase	\$ 1,351,959	STBG-IIJA	\$ 154,738	ODOT	\$ 1,506,697			\$ 1,506,697
						Utility Relocate								\$ -
				22571	2024	Construction	\$ 9,298,777	STBG-IIJA	\$1,064,287	ODOT	\$ 10,363,064			\$ 10,363,064
						Other			\$ -		\$ -			
						Total FFY24-27	\$ 14,866,637		\$ 1,701,554		\$ 16,568,191			\$ 16,568,191
SW Oregon HB2017 safety program funding reserve (FFY25-27)	Funding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.	n/a	Exempt 40 CFR 93.126 Table 2			Planning					\$ -			
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate								\$ -
				23413	2025	Construction	\$ 129,199	HB2017	\$14,355	ODOT	\$ 143,554			\$ 143,554
						Other			\$ -		\$ -			
						Total FFY24-27	\$ 129,199		\$ 14,355		\$ 143,554			\$ 143,554
SW Oregon preservation program funding reserve (FFY25-27)	Funding reserved for future preservation projects in the 2024-2027 STIP cycle.	n/a	Exempt 40 CFR 93.126 Table 2			Planning					\$ -			
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate								\$ -
				23312	2025	Construction	\$ 1,043,771	HB2017	\$119,464	ODOT	\$ 1,163,235			\$ 1,163,235
						Other			\$ -		\$ -			
						Total FFY24-27	\$ 1,043,771		\$ 119,464		\$ 1,163,235			\$ 1,163,235

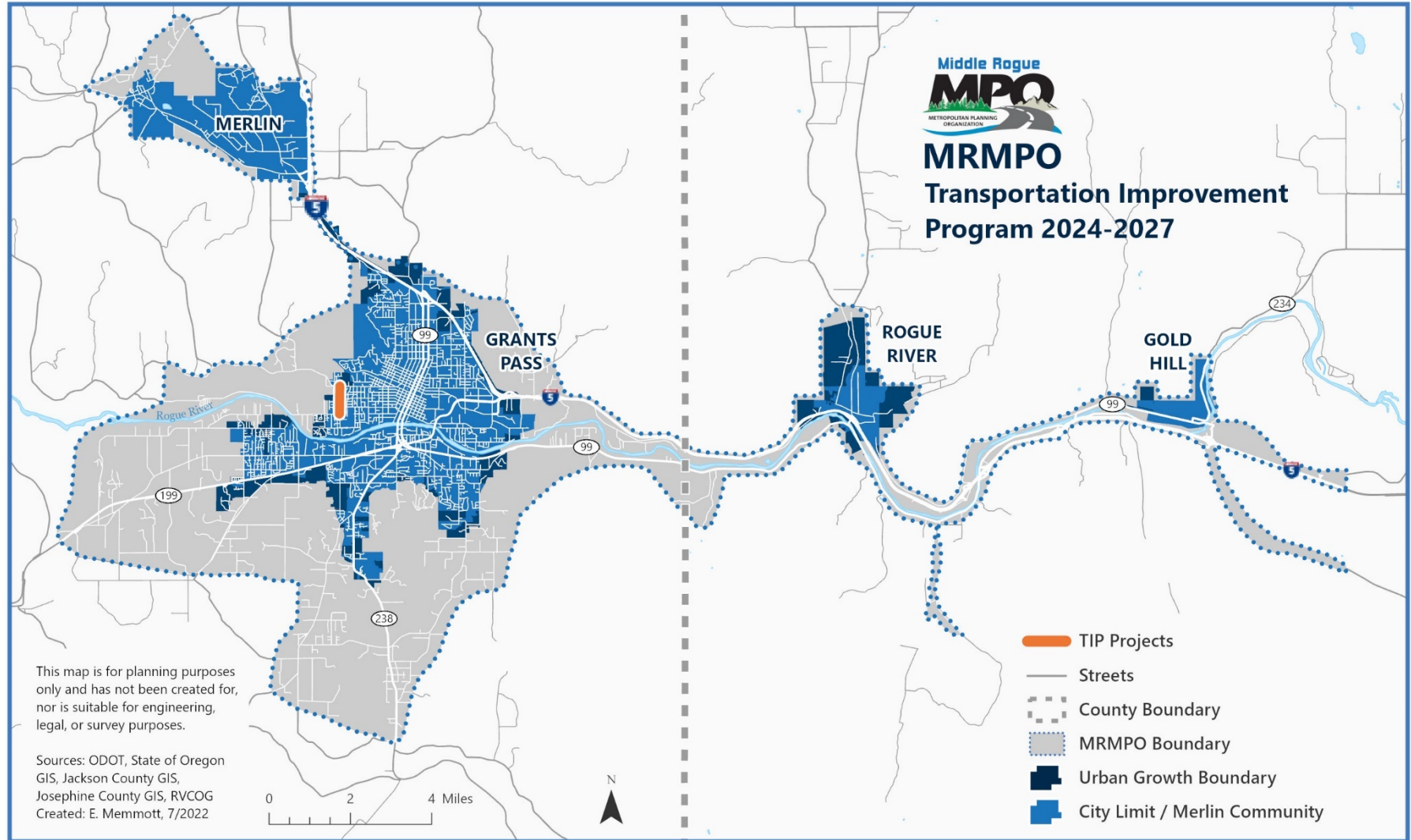
**Table 3: Program of 2024-2027 Transportation Projects, Continued**

SW Oregon safety program funding reserve (FFY25-27)	Funding for federal fiscal year 2024-2027 for the Region 3 ARTS program.	n/a	<b>Exempt</b> 40 CFR 93.126 Table 2  Safety			Planning					\$ -			
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate								\$ -
				23305	2025	Construction	\$ 1,075,976	HB2017	\$119,553	ODOT	\$ 1,195,529			\$ 1,195,529
						Other			\$ -		\$ -			
					Total FFY24-27		\$ 1,075,976		\$ 119,553		\$ 1,195,529			\$ 1,195,529
I-5: Monument Dr - N. Grants Pass	Remove existing pavement and replace with new asphalt to improve pavement condition and extend service life. Install new overhead lighting and signage at various locations to improve safety. Repair or replace bridge driving surfaces and joint repairs to extend the structure life.	n/a	<i>Carried over from 2021-24 conforming TIP</i> <b>Exempt</b> 40 CFR 93.126 Table 2  Safety: Pavement resurfacing and/or rehabilitation and lighting improvements and directional and informational signs			Planning				\$ -				
				21674	2022	Design	\$ 1,125,084	NHP FAST	\$ 94,916	ODOT	\$ 1,220,000			\$ 1,220,000
				21674	2023	Land Purchase	\$ 2,767	NHP FAST	\$ 233	ODOT	\$ 3,000			\$ 3,000
				21674	2024	Utility Relocate	\$ 23,055	NHP FAST	\$ 1,945	ODOT	\$ 25,000			\$ 25,000
				21674	2024	Construction	\$ 17,424,047	NHP FAST	\$1,469,953	ODOT	\$ 18,894,000			\$ 18,894,000
						Other					\$ -			
					Total FFY24-27		\$ 18,574,953		\$ 1,567,047		\$ 20,142,000	0		\$ 20,142,000
OR99: Rogue River Bridge, Gold Hill Spur	Widen the deck, strengthen the bridge and replace timber walkway with an attached concrete ADA compliant walkway.	n/a	<i>Carried over from 2021-24 conforming TIP</i> <b>Exempt</b> 40 CFR 93.126 Table 2  Safety: Projects that correct, improve, or eliminate a hazardous location or feature			Planning			\$ -		\$ -			
				22630	2023	Design	\$ 1,919,325	STBG-IIJA	\$ 219,675	ODOT	\$ 2,139,000			\$ 2,139,000
				22630	2024	Land Purchase	\$ 347,824	STBG-IIJA	\$ 84,176	ODOT	\$ 432,000			\$ 432,000
				22630	2026	Utility Relocate	\$ 292,520	FIX-IT	\$ 33,480	ODOT	\$ 326,000			\$ 326,000
						Construction			\$ -		\$ -			\$ -
				22630	2024	Other	\$ 148,147	STBG-IIJA	\$ 35,853	ODOT	\$ 184,000			\$ 184,000
					Total FFY24-27		\$ 2,707,816		\$ 373,184		\$ 3,081,000			\$ 3,081,000
Subtotal ODOT Projects							\$ 32,524,439		\$ 2,946,561		\$ 35,471,000		\$ 57,661,497	

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue River														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
		Total FFY24-27												
Subtotal Rogue River Projects														
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments														
Middle Rogue MPO planning SFY25	Planning and Reasearch	n/a	Exempt Table 2	21865	FFY2024	Planning	\$ 212,714	PL	\$24,346	ODOT	\$ 237,060			\$ 237,060
				21865	FFY2024	Planning	\$ 63,874	FTA 5303	\$7,311	MRMPO	\$ 71,185			\$ 71,185
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
						Other					\$ -			
		Total FFY21-24		\$ 276,588		\$ 31,657		\$ 308,245			\$ 308,245			
Middle Rogue MPO planning SFY26	Planning and Reasearch	n/a	Exempt Table 2	22901	FFY2025	Planning	\$ 321,873	PL	\$36,840	ODOT	\$ 358,713			\$ 358,713
				22901	FFY2025	Planning	\$ 121,116	FTA 5303	\$13,862	MRMPO	\$ 134,978			\$ 134,978
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
						Other					\$ -			
		Total FFY24-27		\$ 442,989		\$ 50,702		\$ 493,691			\$ 493,691			
Middle Rogue MPO planning SFY27	Planning and Reasearch	n/a	Exempt Table 2	22904	FFY2026	Planning	\$ 322,952	PL	\$36,963	ODOT	\$ 359,915			\$ 359,915
				22904	FFY2026	Planning	\$ 126,760	FTA 5303	\$14,508	MRMPO	\$ 141,268			\$ 141,268
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
						Other					\$ -			
		Total FFY24-27		\$ 449,712		\$ 51,471		\$ 501,183			\$ 501,183			
Middle Rogue MPO planning SFY28	Planning and Reasearch	n/a	Exempt Table 2	22905	FFY2027	Planning	\$ 324,040	PL	\$37,088	ODOT	\$ 361,128			\$ 361,128
				22905	FFY2027	Planning	\$ 132,616	FTA 5303	\$15,178	MRMPO	\$ 147,794			\$ 147,794
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
						Other					\$ -			
		Total FFY24-27		\$ 456,656		\$ 52,266		\$ 508,922			\$ 508,922			
Subtotal RVCOG Projects							\$ 1,625,945		\$ 186,096		\$ 1,812,041	\$ -		\$ 1,812,041
Total All Projects							\$ 44,619,621		\$ 8,990,279		\$ 53,609,901	\$ 3,027,950		\$ 83,249,695

Figure 2: MRMPO 2024-2027 TIP Projects



## Appendix A: Resolution

---



### ***Middle Rogue Metropolitan Planning Organization Regional Transportation Planning***

*Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation*

#### **Resolution Number 2023-2**

##### **Middle Rogue Metropolitan Planning Organization - Policy Committee Adoption of the 2024-2027 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 Grants Pass Urbanized Area; and

**Whereas**, the RVCOG has delegated responsibility for MPO policy functions to the MRMPO Policy Committee, a Committee of elected officials from Gold Hill, Grants Pass, Rogue River, Josephine County, Jackson County, and the Oregon Department of Transportation; and

**Whereas**, a project identification and selection process was carried out through the development of the 2021-2024 Transportation Improvement Program (TIP); and

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

**Whereas**, the MRMPO advertised and held a 30-day public comment period and public hearing to secure input and comment on the proposed TIP; and

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

**Whereas**, the 2024-2027 TIP has been shown to meet the requirements of the Clean Air Act Amendments and state law;

**NOW, THEREFORE**, the Middle Rogue Metropolitan Planning Organization Policy Committee approves and adopts the attached 2024-2027 TIP.

Adopted by the Middle Rogue Metropolitan Planning Organization Policy Committee on this 18<sup>th</sup> day of May 2023.

---

Valerie Lovelace  
MRMPO Policy Committee Chair

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

# Appendix B: Transportation Project Funding Sources

## Financial Constraint

The Infrastructure Investment and Jobs Act (IIJA) 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 2021-2045 RTP (RTP Financial Plan).

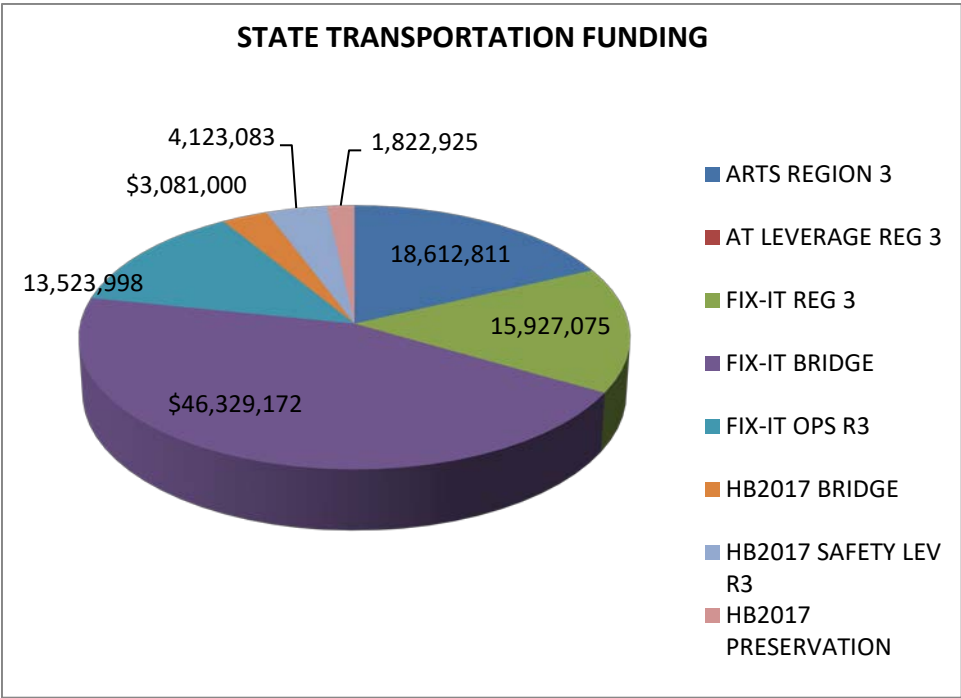
Demonstration of Financial Constraint needs to be reflected in the TIP. For the 2024- 2027 TIP, available funding has been identified in several ways depending on the funding source and agency. Funding for projects to be pursued by the Oregon

Department of Transportation is tied directly to the projects being pursued and therefore is considered, by the MPO, to be fiscally constrained. For those projects that are to be pursued by member local governments or by the local transit district (JCT), a forecast of federal funding sources has been provided by the Oregon DOT and is identified in the subsequent figures.

## 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. Estimates are summarized in Table 4 on the next page.

Figure 3: ODOT Project Types and Associated Funding Sources 2024-2027





## Appendix B: Transportation Project Funding Sources

**Table 4: Demonstration of Financial Constraint**

TOTAL FUNDING AVAILABLE 2020-2045					
YEAR	Total CMAQ	Available CMAQ (by time frame)	STBG	Available STBG (by time frame)	RTP Expenditures
2020	\$450,000	Short Range	\$ 660,763		
2021	\$450,000		\$ 675,960		
2022	\$450,000		\$ 699,336		
2023	\$450,000		\$ 714,722		
2024	\$450,000		\$ 730,445		
2025	\$450,000	\$2,700,000	\$ 746,515	\$ 4,227,742	\$ 2,223,351
2026	\$450,000	Medium Range	\$ 746,515		
2027	\$450,000		\$ 779,723		
2028	\$450,000		\$ 796,877		
2029	\$450,000		\$ 814,408		
2030	\$450,000		\$ 832,325		
2031	\$450,000		\$ 850,637		
2032	\$450,000		\$ 869,351		
2033	\$450,000		\$ 888,476		
2034	\$450,000		\$ 908,023		
2035	\$450,000	\$4,500,000	\$ 927,999	\$ 8,414,335	\$ 12,186,000
2036	\$450,000	Long Range	\$ 948,415		
2037	\$450,000		\$ 969,280		
2038	\$450,000		\$ 990,605		
2039	\$450,000		\$ 1,012,398		
2040	\$450,000		\$ 1,012,398		
2041	\$450,000		\$ 1,034,671		
2042	\$450,000		\$ 1,057,433		
2043	\$450,000		\$ 1,080,697		
2044	\$450,000		\$ 1,104,472		
2045	\$450,000	\$4,500,000	\$ 1,128,771	\$ 10,339,140	\$ 15,574,800
	\$11,700,000	\$11,700,000	\$ 22,981,217		
\$450,000/year - Only projects located within the Grants Pass CO & PM10 Maintenances are eligible for CMAQ funds.					

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. Conservative assumptions for non-capital needs and ensuring that these needs are met before resources are devoted to capital projects and primary emphasis has been placed on the maintenance and operation of the existing system. The 2024-2027 TIP reflects this emphasis.

# Appendix B: Transportation Project Funding Sources

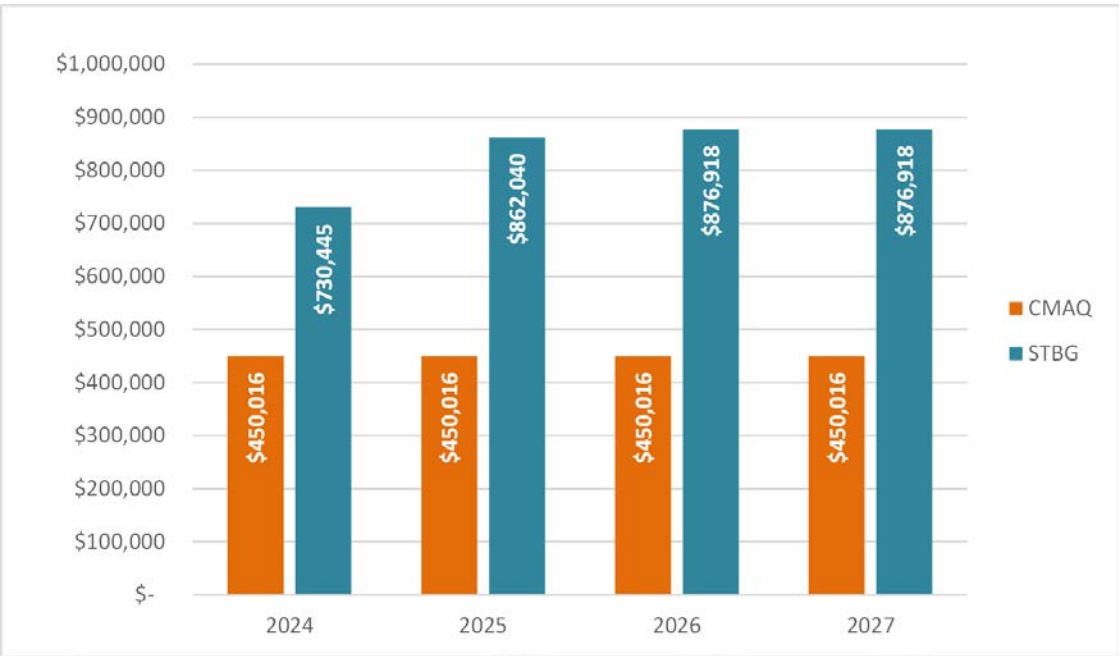
## Available and Committed Revenues and Funding Sources

In air quality maintenance areas, funds are available or committed for projects in years one and two of the TIP (2024, 2025). Available funds include those 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.

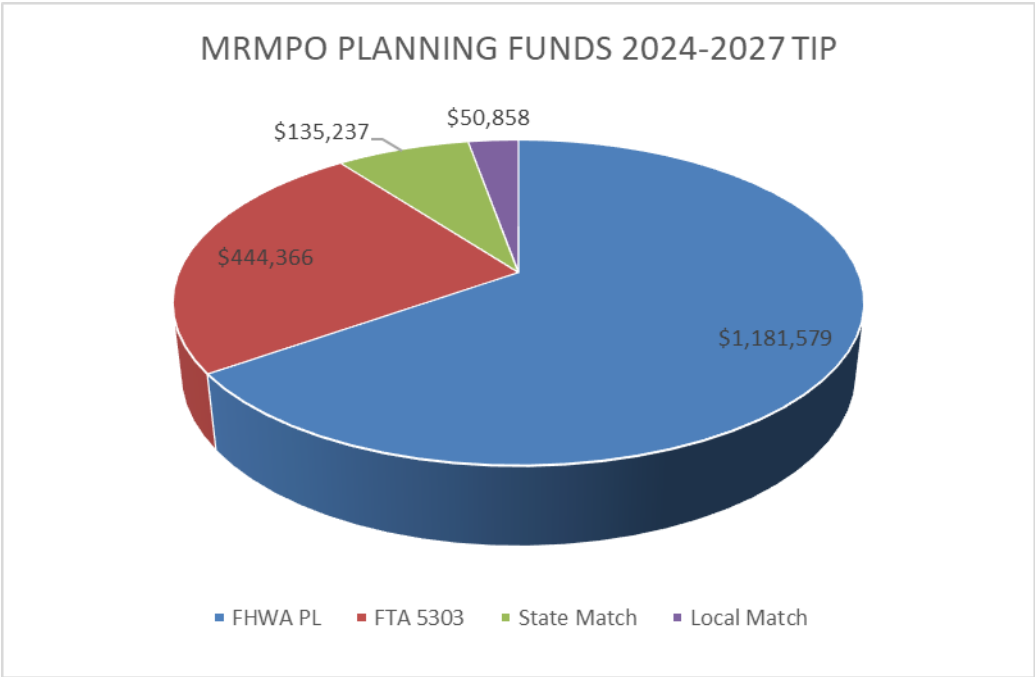
Figure 4: CMAQ and STBG Funds Available for the 2024-2027 MRMPO TIP





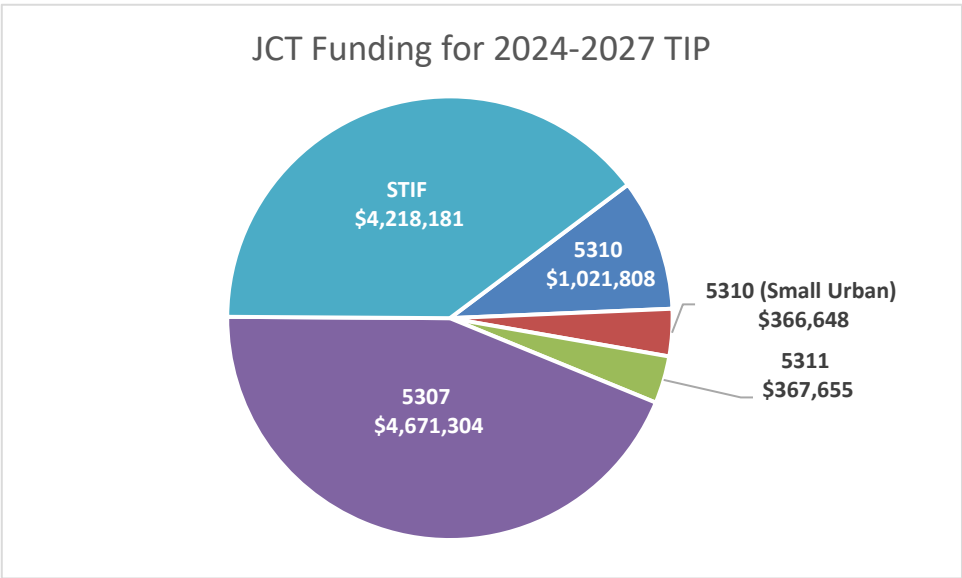
# Appendix B: Transportation Project Funding Sources

Figure 5: Available PL and 5303 Funds for 2024-2027 TIP



The region also receives FTA funds, through the JCT, for both capital and operational expenses of transit. The JCT receives direct allocations of State funds and can also apply for state grants. Figure 6 below provides a summary of anticipated revenues for the JCT over the four-year period covered by this TIP.

Figure 6: JCT Funding for 2024-2027 TIP



## Appendix B: Transportation Project Funding Sources

---

The jurisdictions in the MRMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this TIP. A breakdown of funding sources by program year is provided in Figure 3 on Page 11. A brief description of each of the fund sources, along with project programming information is provided below.

### **FEDERAL FUNDING PROGRAMS**

#### **FAST Act**

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a federal partner over the long term. Secretary Foxx and his team at U.S. DOT have worked tirelessly to advocate for a long-term bill, underscoring the needed sense of urgency to the American people.

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system.

The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

Below is a more detailed summary of some FAST Act provisions. More detailed descriptions of how the FAST Act will affect each mode of transportation will be released in the coming weeks.

#### **Project Delivery**

DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

#### **Freight**

The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

#### **Innovative Finance Bureau**

The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

#### **TIFIA**

The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

## Appendix B: Transportation Project Funding Sources

---

### Safety

The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufacturers from \$35 million to \$105 million. The law will help bolster the Department's safety oversight of transit agencies and streamline the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

### Transit

The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

### Ladders of Opportunity

The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

### National Highway System 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 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 MAP-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

## Appendix B: Transportation Project Funding Sources

---

(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, funded through the SAFETEA-LU transportation act. 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.

### Middle Rogue Metropolitan Planning Organization STP Funds

ODOT distributes a portion of its STP funds to Metropolitan Planning Organizations (MPOs) in Oregon's urban areas under a cooperative process. MRMPPO receives approximately \$600,000 annually in federal STP funds. Future allocations of MRMPPO 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

## Appendix B: Transportation Project Funding Sources

---

on a schedule that reduces this support by 3% annually over the next decade. Timber receipt revenues received by Jackson and Josephine Counties 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 the following funds listed below that are programs in the MTIP. The section refers to the section of U.S Code Title 49, which authorizes the activity.
- Section 5307, the Urbanized Area Formula Funding program funds are available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.
- Section 5310 funds assist in meeting the transportation needs of the elderly and persons with disabilities. Funds are apportioned based on each state's share of elderly and disabled population. Funds may be used for capital expenses.

- Section 5316, Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges of welfare recipients and low-income workers seeking and maintaining employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city or rural neighborhoods. Eligible projects are capital, planning and operating expenses for projects that transport low-income individuals to and from jobs and activities related to employment, and for reverse commute projects.
- Section 5317, New Freedom Program Funds may be used on capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.

### 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.



## Appendix B: Transportation Project Funding Sources

---

### 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 statewide by a committee of regional representatives. Projects are eligible for a maximum of \$25,000 each. The cities of Rogue River and Gold Hill 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 Grants Pass, and Jackson County. The City of Rogue River collects street impact fees on new development.

## Appendix B: Transportation Project Funding Sources

---

### 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 City of Grants Pass.

### 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 MRMPO 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. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Grants Pass charges fees for reserved spaces in City public parking lots. Currently, seventy-one spaces are available for an annual fee. These funds go to the General Fund – Downtown Services.

### 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

Currently, local property taxes are not being used to fund public transportation.

### Farebox Revenues And Bus Pass Revenues

Portions of Josephine Community Transit's operating funds are received from farebox revenue, token sales, and bus pass revenue. These funds are not eligible to be used as a local match source.

### Vehicle Registration Fees

Counties can implement a local vehicle registration fee. This would be similar to the state vehicle registration fee. A portion could be allocated to local jurisdictions. Jackson and Josephine Counties do not currently have vehicle registration fees.

## Appendix B: Transportation Project Funding Sources

---

### Local Gas Tax

Counties and cities can also implement a local gas tax upon a vote of the people. The local gas tax would be in addition to state and federal gas taxes currently collected at the pump. No members in the MRMPO current have a local gas tax.

### City of Grants Pass

Revenue sources include Oregon gas tax revenues, STP funds, systems development charges, utility fees, and parking fees.

### City of Rogue River

Oregon gas tax revenues and street impact fees.

### LOCAL JURISDICTION FUNDING

Local funds not only directly pay project costs, they provide the matching funds for grants such as CMAQ program funds. Most transportation grant funds require a local match.

### Josephine County

Josephine Community Transit (JCT) – The majority of JCT's funding comes from federal and state grants, some of which require a 50% match. As described above, JCT receives transportation revenues from farebox revenues and bus pass revenues. These funds are not eligible to be used as a local match source.

### Jackson County

Primary sources of transportation revenue include STP funds and Oregon gas tax receipts. Timber receipts which once constituted 40% of county revenue for roads are now less than 5% of total revenue received. 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.

### Josephine County

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

### City of Gold Hill

Oregon gas tax receipts are the primary sources of transportation revenue.



## Appendix C: 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
FAST:	Fixing America's Surface Transportation
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, I & M:	Inspection and Maintenance Program for emissions control
ITS:	Intelligent Transportation Systems
JCT:	Josephine County Transit
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free flow) to F (gridlock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX
MAP-21:	Moving Ahead for Progress in the 21st Century Act
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
PO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)

## Appendix C: Transportation Planning Acronyms and Terms

---

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
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Transportation Planning Funds
PM10:	Particulate Matter of less than 10 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
SOV:	Single Occupant Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant 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
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 Traveled

## Appendix C: Transportation Planning Acronyms and Terms

---

### **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 it 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.

## Appendix C: Transportation Planning Acronyms and Terms

---

### **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 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), hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM10). Mobile sources are subject to a different set of regulations than 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." Current metropolitan planning requirements in SAFETEA-LU broaden the framework for such a process to include consideration of social, environmental and energy goals, and to involve the public in the process at several key decision-making points.

## Appendix D: Regionally Significant Projects Definition

---

### Background

This document is intended to serve as a tool for assisting with determining whether a roadway facility in the MRMPO planning area is “Regionally Significant” with respect to the air quality conformity requirements found in the Transportation Conformity Rule (40 CFR Part 93). The purpose is to provide pertinent information to the Interagency Consultation Group (IACG) on the characteristics that would normally be used to consider the regional significance of a transportation project and in particular one that is on a roadway facility classified as a Minor Arterial or lower. The IACG will make the final determination of regional significance on a case-by-case basis, and additional criteria beyond what is being presented in this document may be used at the IACG’s discretion.

The MRMPO shall provide initial determinations regarding exemption and significance status for each project to the IACG for review and comment. Following consultation, the MRMPO shall make a final determination for the project pool.

### Federal Conformity Rule Definition of Regional Significance

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 of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals themselves and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

### Examples of Regionally-Significant Projects

Below are examples of projects which must be included in the network modeling for the regional emissions analysis for the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and amendments to RTP and TIP.

- **Interstates and Expressways**
  - \* New segment
  - \* Added through lane
  - \* Continuous auxiliary lane
  - \* New interchange
- **Other Principal Arterial**
  - \* New segment
  - \* Added through lane
  - \* Continuous auxiliary lane
  - \* New interchange
- **Rail and Fixed Guide-Way Transit**

## Appendix D: Regionally Significant Projects Definition

---

- **Major expansion of fixed rail or fixed guide-way system**
- **Examples of Non-Exempt Projects that are not Regionally Significant**
  - \* Addition of thru traffic lanes on arterial roads that do not extend the full distance between major intersections
  - \* Addition of thru traffic lanes on roads that are not functionally classified as an arterial or higher and do not serve regional transportation needs
  - \* New collector roads that serve minor developments
  - \* New or expanded park-and-ride lots that do not serve regional transportation needs
  - \* New collector road overpasses

# Appendix E: Comments and Responses

---

Table 5: Agency Comments and Responses

#	Comment Received	MRMPO Response
1		
2		
3		

Table 6: Public Comments and Responses

#	Comment Received	MRMPO Response
1		
2		
3		



## Appendix F: MRMPO Self-Certification

---



### ***Middle Rogue Metropolitan Planning Organization Regional Transportation Planning***

*Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation*

#### **METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION**

THE MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION FOR THE GRANTS PASS URBANIZED AREA HEREBY CERTIFIES THAT THE TRANSPORTATION PLANNING PROCESS IS ADDRESSING THE MAJOR ISSUES IN THE METROPOLITAN PLANNING AREA AND IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e) regarding involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

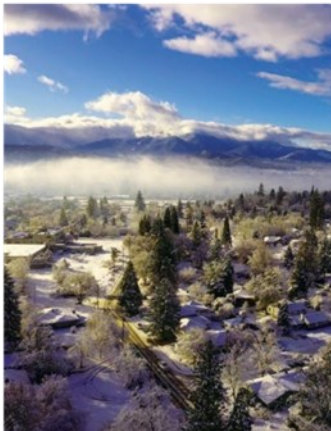
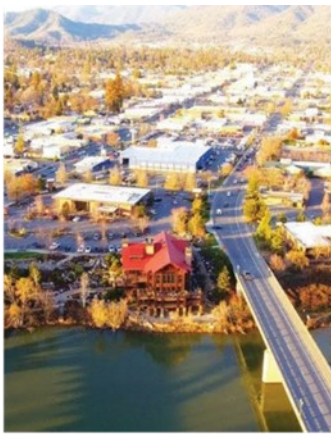
  
\_\_\_\_\_  
Valerie Lovelace, Chair  
MRMPO Policy Committee

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



# Middle Rogue

Metropolitan Planning  
Organization  
2023



# Air Quality Conformity Determination

For the MRMPO  
2024-2027  
Transportation  
Improvement  
Program

May, 2023



**MIDDLE ROGUE**  
METROPOLITAN PLANNING ORGANIZATION

Staffed by the  
Rogue Valley Council of Governments  
155 N 1st St, Central Point, OR 97502 | 541-664-6674 | [rvcog.org](http://rvcog.org)



***Middle Rogue  
Metropolitan Planning Organization  
Regional Transportation Planning***

*Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation*

**Resolution Number 2023-03  
Middle Rogue Metropolitan Planning Organization  
Policy Committee Adoption of the  
Air Quality Conformity Determination  
for the MRMPO 2021-2024 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 Grants Pass Urban Area; and

**Whereas;** the RVCOG has delegated responsibility for MPO policy functions to the MRMPO Policy Committee, a committee of elected officials from Gold Hill, Grants Pass, Rogue River, Josephine County, Jackson County, and the Oregon Department of Transportation; and

**Whereas;** a project identification and selection process was carried out through the development of the 2024-2027 Transportation Improvement Program (TIP) and

**Whereas;** a public involvement process was developed and implemented consistent with the MRMPO Public Participation Plan throughout the development of the RTP, TIP and Air Quality Conformity Determination (AQCD); and

**Whereas,** the MPO, as required by law, held a 30-day public comment period to secure input and comment on the proposed conformity determination and the comments received were explicitly considered; and

**Whereas,** the 2024-2027 TIP have been shown through this document to meet state and federal air quality requirements; and

**Whereas,** the improvements contained in the 2024-2027 TIP demonstrate financial constraint;

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

Adopted by the Middle Rogue Metropolitan Planning Organization Policy Committee on this 18<sup>th</sup> day of May, 2023.

---

Valerie Lovelace  
MRMPO Policy Committee Chair

# Table of Contents

**MRMPO Adoption Resolution** ..... i

**USDOT Conformity Determination** ..... ii

**Summary** ..... 1

**Air Quality Status** ..... 3

**PM<sub>10</sub>** ..... 3

**CO** ..... 5

**Demonstration of Conformity for CO and PM<sub>10</sub>** ..... 7

**APPENDICES** .....

**Appendix A:** Project List for 2024-27 MRMPO TIP ..... 12

**Appendix B:** Exempt Projects ..... 15

**Appendix C:** Inter-Agency Coordination & Comments Received ..... 17

**Appendix D:** PM<sub>10</sub> & CO Limited Maintenance Plans ..... 22

**TABLES**

**Table 1:** Grants Pass Maximum 24 Hour PM10 Values 1987-2013 ..... 4

**Table 2:** Grants Pass Carbon Monoxide Concentrations 1980-2005 ..... 6

**Table 3:** Inter-Agency Consultation Group Members ..... 17

**Table 4:** Dates of Consultation and Public Participation ..... 17

**FIGURES**

**Figure 1:** MRMPO Area Map ..... 2

**Figure 2:** Grants Pass PM10 Trend 1987-2013 ..... 5

**Figure 3:** Grants Pass CO Trend 1980-2005 ..... 7

**Figure 4:** MRMPO TIP Projects Map ..... 12



# Summary

---

An air quality conformity determination (AQCD) for a transportation plan or program is a finding that the proposed transportation activities will not impede this area from continuing to meet air quality standards and will not cause or contribute to new air quality violations. The report is required in areas that have previously been determined to have violated standards for at least one of six pollutants identified by US-EPA. In the Grants Pass area, those pollutants are coarse particulate matter (PM<sub>10</sub>) and carbon monoxide (CO).

## Why are we producing this document?

In September 2022, the Middle Rogue Metropolitan Planning Organization (MRMPO) (which is comprised of the local transportation agencies of Grants Pass, Rogue River, Gold Hill, Josephine County, Jackson County, and Oregon Department of Transportation) will consider adoption Air Quality Conformity Determination (AQCD) for the 2024-2027 Transportation Improvement Program (TIP). These projects generally have regional significance and/or will use federal funds.

In certain areas where air quality emissions have exceeded the National Ambient Air Quality Standards (NAAQS) in the past 20 years, an AQCD is required whenever the RTP or TIP is updated, or, every 4 years, whichever comes first. The conformity determination must be made and adopted by the MPO as part of the approval process. US Department of Transportation (USDOT) must approve the conformity determination before the plan or program can become operative.

Within the Grants Pass area, the air pollutants of concern are that of ***coarse particulate matter and carbon monoxide (PM<sub>10</sub> and CO)***. In September 2015, the US Environmental Protection Agency (US-EPA) approved CO and PM<sub>10</sub> Limited Maintenance Plans (LMPs) for the Grants Pass area. In accordance with the requirements of the Clean Air Act (CAA), the EPA approved these State Implementation Plan (SIP) revisions because it was demonstrated that Grants Pass will continue to meet the carbon monoxide and particulate matter NAAQS for a second 10-year period beyond re-designation, through 2025. According to federal rules, while areas with approved LMPs are not required to perform a regional emission analysis, they are required to demonstrate conformity of the transportation plans as stated in 40 CFR 93.109 Table 1.

## Who takes action?

The MRMPO Policy Committee must formally adopt the findings described in this report. US-DOT must then confer with US-EPA and if the analysis is acceptable, they will issue a positive finding. Once the finding is made, the plan and program of projects become effective.

## Findings

Although an emissions analysis was not undertaken, based on historical data the emissions of CO and PM<sub>10</sub> are anticipated to continue to be well below the national standards.

Pursuant to federal regulations 40 CFR Parts 51 & 93, this conformity determination for the 2024–2027 TIP meets all the requirements under the conformity rule.





# Air Quality Status of Grants Pass Urbanized Area

---

## Purpose

This transportation conformity analysis is being carried out in conjunction with the development and adoption of the 2024-2027 Transportation Improvement Program (TIP) of the Middle Rogue Metropolitan Planning Organization (MRMPO).

## Air Quality Status

The U.S. Congress approved amendments to the Clean Air Act (CAA) on November 15, 1990. Shortly thereafter, urban air sheds were designated on the basis of the appropriate design values compared to the national ambient air quality standards. The Grants Pass UGB was designated as a non-attainment area for PM<sub>10</sub> and the Grants Pass Central Business District (CBD) non-attainment for CO. PM<sub>10</sub> is defined as particulate matter of less than 10 microns in diameter. Sources include crushing or grinding operations and dust stirred up by vehicles on roads. CO is a colorless, odorless gas that displaces oxygen in the body's red blood cells through normal respiration. The major human-caused source of annual CO is incomplete combustion of carbon-based fuels primarily through the use of gasoline powered motor vehicles. Other important sources of CO emissions are woodstoves, fireplaces and industrial boilers. Most serious CO concentrations occur during winter in urban areas, when cooler temperatures promote incomplete combustion and when CO emissions are trapped near the ground by atmospheric inversions.

## PM<sub>10</sub>

DEQ began monitoring PM<sub>10</sub> in Grants Pass in 1987. The monitor was located at 11th and K Streets in downtown Grants Pass for 14 years, until 1999. A second PM<sub>10</sub> monitor was located at 720 NE 11th Street from 1993 to 1999. Due to the loss of property access, both monitors were removed in 1999 and a new monitor was established at the sewage treatment plant at 1200 SW Greenwood Ave. This monitor was moved in 2002 to Parkside School at SW Wagner and M streets. In 2008, that monitor was permanently removed with EPA approval, due to very low PM<sub>10</sub> levels being measured and resource/budget considerations. Prior to removal, in 2006 a PM<sub>2.5</sub> monitor was co-located at Parkside School with the PM<sub>10</sub> monitor, from which estimated PM<sub>10</sub> values could be derived. Since then, this PM<sub>2.5</sub> monitor and a continuous non-FRM monitor (nephelometer) have been in operation.

A violation of the 24-hour PM<sub>10</sub> standard occurs when there are more than three exceedances of the standard within three years. The highest 24-hour PM<sub>10</sub> concentration recorded in Grants Pass occurred in 1987 at a level of 268 µg/m<sup>3</sup>. There were three exceedances of the 24-hour standard in that year. By the early 1990's, maximum levels were closer to the NAAQS, and there have been no violations since 1987.

When the EPA developed the "new" PM<sub>10</sub> NAAQS in 1987, Grants Pass was categorized as a "Group 1 Planning Area" by EPA for violating the 24-hour PM<sub>10</sub> standard, based on a design value of 171 µg/m<sup>3</sup>. EPA treated these PM<sub>10</sub> areas differently because they could not meet the requirements in part D (established by the 1977 CAA Amendments) that required areas to submit SIPs by 1979. Thus, EPA did not make attainment/nonattainment designations for the 1987 PM<sub>10</sub> areas. Instead EPA had these Group 1/Group 2 areas. As a Group 1 area, Grants Pass had some very specific planning requirements regarding their SIPs. All this was changed with the 1990 CAA Amendments – PM<sub>10</sub> areas were then subject to subpart 4, which established nonattainment and attainment, as well as two classifications for the nonattainment areas.

In 1991, EPA formally designated Grants Pass as a moderate nonattainment area for the 24-hour standard. The Urban Growth Boundary (UGB) was established at that time as the PM<sub>10</sub> nonattainment boundary.

Monitoring data shows that Grants Pass area has been in attainment of the 24-hour standard since 1989. In 2003, the area was reclassified to attainment for the 24-hour PM<sub>10</sub> standard, when EPA approved the first maintenance plan designed to maintain compliance with the 24-hour PM<sub>10</sub> standard through the year 2015 (see 68 FR 61111). The maintenance plan allowed for some future growth while ensuring continued protection of public health. It replaced the most stringent emission control requirements for new or expanding major industry with some flexibility for industrial growth, established a PM<sub>10</sub> emissions budget for future transportation projects, and a contingency plan in case of an exceedance or violation of the PM<sub>10</sub> standard.

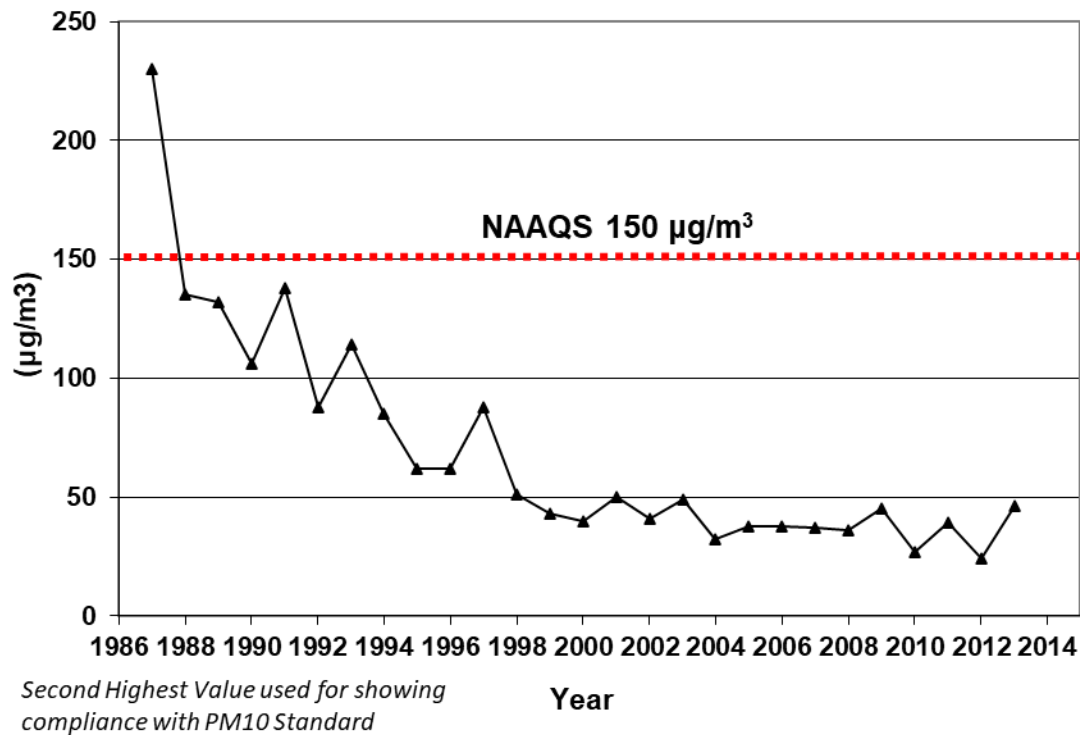
The maximum 24-hour PM<sub>10</sub> concentrations measured for the years 1987 to 2008 is provided in Table 1. The trend in PM<sub>10</sub> concentrations over the same time period is shown in Figure 2 on page 4, using the second highest 24-hour PM<sub>10</sub> concentration rather than the maximum, based on how compliance with the standard is determined.

**Table 1. Grants Pass Maximum 24 Hour PM<sub>10</sub> Values 1987-2013**

<b>Year</b>	<b>Max PM<sub>10</sub> mg/m<sup>3</sup></b>	<b>Max date</b>
1987	268	09/06
1988	136	01/27
1989	151	01/27
1990	113	01/20
1991	141	01/03
1992	104	11/12
1993	132	12/27
1994	92	02/01
1995	77	11/04
1996	65	11/12
1997	89	01/15
1998	62	12/23
1999	43	11/11
2000	43	01/29
2001	55	11/12
2002	45	11/09
2003	56	11/14
2004	36	02/12
2005	48	07/27
2006	39	12/31
2007	41	02/05
2008	43	06/29
<b>Estimated PM<sub>10</sub> using PM<sub>2.5</sub> data</b>		
2009	49	11/09
2010	46	12/04
2011	41	12/23
2012	25	01/04
2013	111*	08/02
2013	45	11/24

\*Wildfire smoke impact  
24-hr PM<sub>10</sub> NAAQS Value = 150 µg/m<sup>3</sup>

Figure 2. Grants Pass PM<sub>10</sub> Trend 1987-2013



Grants Pass has been below the NAAQS for PM<sub>10</sub> since 1988. Oregon Department of Environmental Quality (ODEQ) developed a PM<sub>10</sub> Limited Maintenance Plan (LMP) for the Grants Pass area, which was submitted to EPA on April 22, 2015 and went into effect on September 28, 2015 (80 FR 45431). The maintenance period ends on December 26, 2023.

## CO

A violation of the carbon monoxide standard occurs when there are two exceedances within one calendar year. The highest 8-hour CO concentration recorded in Grants Pass occurred in 1982 at level of 14.4 ppm. An exceedance occurs when monitoring indicates that measured emissions are higher than the NAAQS for that particular pollutant. In that same year, Grants Pass exceeded the federal NAAQS 8-hour standard of 9 ppm for 28 days. Two exceedances within one calendar year constitute a violation. Like most areas of the country that failed to meet the CO standard, Grants Pass did not meet the 8-hour portion of the standard. The 1-hour standard has never been exceeded in Grants Pass.

ODEQ began monitoring carbon monoxide in Grants Pass in 1980. The monitor was located at 215 SE 6th Street, known as the Wing Building, and remained at that location until it was removed in 2006. A saturation survey conducted during the winter of 1993-1994 confirmed this location to be the best location for monitoring "worst case" CO concentrations.

In 1985, the Grants Pass Central Business District was designated by EPA as a nonattainment area for carbon monoxide. By the late 1980's, maximum levels were closer to the CO 8-hour standard level, and the last exceedance was in 1990.

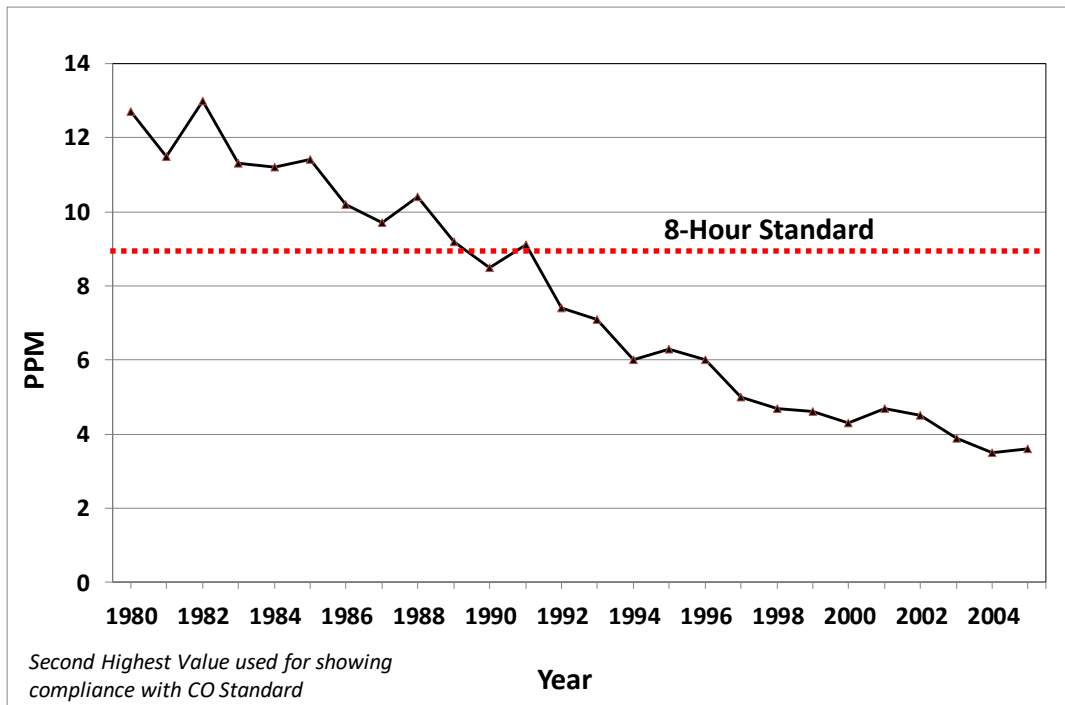
ODEQ submitted a CO maintenance plan in November 1999, which EPA approved on August 2000 (65 FR 52932) and resulted in Grants Pass being reclassified to attainment with the CO standard. The maintenance plan was to maintain compliance with the 8-hour CO standard for a ten-year period. While the CBD represented the maintenance area, EPA considered the Urban Growth Boundary to be a more representative of the area of influence for carbon monoxide emissions, and the 1993 emission inventory was prepared for UGB.

The trend in carbon monoxide levels, as recorded at the Wing Building monitor in downtown Grants Pass, is shown below in Table 2 and Figure 3. Since a violation is triggered by two exceedances in a calendar year, Figure 2 shows only the second highest concentration trend. Measured CO levels were so low that the monitor was removed with EPA approval in 2006 (the last full year of data is 2005).

**Table 2. Grants Pass Carbon Monoxide Concentrations 1980-2005**

Year	8-hour CO Averages	
	Maximum	2 <sup>nd</sup> Highest
1980	13.3	12.7
1981	11.6	11.5
1982	14.4	13
1983	12.3	11.3
1984	12.9	11.2
1995	11.7	11.4
1996	10.4	10.2
1987	10.1	9.7
1988	10.8	10.4
1989	9.6	9.2
1990	9.9	8.5
1991	9.2	9.1
1992	8.3	7.4
1993	7.7	7.1
1994	6.6	6
1995	7.2	6.3
1996	6.4	6
1997	5.3	5
1998	4.7	4.7
1999	5	4.6
2000	4.5	4.3
2001	5.5	4.7
2002	4.6	4.5
2003	3.9	3.9
2004	4	3.5
2005	3.9	3.6

Figure 3. Grants Pass CO Trend 1980-2005



On April 22, 2015, the Oregon Department of Environmental Quality (ODEQ) submitted a Carbon Monoxide Limited Maintenance Plan (LMP) for the Grants Pass area to EPA for approval. To be eligible for CO LMP, an area has to have a design value at or below 7.65 ppm. Based on ODEQ's review of the 2002 – 2005 CO emissions data for Grants Pass the area met the requirements for an LMP. The CO LMP went into effect on September 28, 2015.

With the approval of the CO and PM10 LMPs, the area is exempt from performing a regional emissions analysis for CO and PM10 and there is no "budget" test. The area, however, must meet project level conformity analyses, and must respond to transportation conformity criteria in 40 CFR 93 Subpart A.

# Demonstration of Conformity

---

On September 28, 2015, US-EPA approved CO & PM10 maintenance plans, known as a “limited maintenance plans” (LMPs) for the Grants Pass area. These LMPs have a 2025 horizon year at which time conformity determinations are no longer required. Because of the approved LMPs, the Middle Rogue MPO no longer has to complete regional emissions analyses for the Grants Pass area for PM10 and CO pursuant to 40 CFR 93.109(e). However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. This RTP and TIP conformity determination meets all applicable requirements under the conformity rule described below.

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

Conformity of transportation plans and TIPS must be determined no less frequently than every four years. Conformity of plan and TIP amendments, except for those that add or delete exempt projects, must be demonstrated prior to approval of the action. All FHWA/FTA projects must be found to conform or must be re-conformed following any significant status or scope change, before they are adopted, accepted, approved or funded. This conformity determination is for the MRMPO 2024-2027 TIP.

## 40 CFR 93.105      **Consultation**

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

MPO staff initiated interagency consultation on February 6, 2023 by holding a discussion regarding the proposed CMAQ projects for the TIP. An additional meeting was held with USEPA on ZOOM on February 28 to discuss Air Quality Conformity Determinations.

Members of the interagency group consists of representatives from Oregon DOT, US-EPA, and USDOT (FHWA and FTA). The air quality implications of each project were reviewed to determine which projects had the potential for hot spot requirements.

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

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

The *project sponsor* is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP or TIP for which hot spot analysis is required. The project sponsor is also responsible for distributing draft and final project environmental documents prepared by the project sponsor to other agencies. It is the responsibility of the project sponsor to consult with the

affected transportation and air quality agencies prior to making a project level conformity determination. These activities occur during the project design planning phase.

40 CFR 93.106

### **Content of Transportation Plans**

The 2020-2045 RTP, adopted by the MRMPO Policy Committee in March 2020, contains current forecasts for employment, population and land use projections. All assumptions are based on the acknowledged comprehensive plans of MRMPO member jurisdictions. Land use designations in these plans were assumed to be in place through the forecast period. (However, under OAR 660-012-0016(1), adoption of a regional transportation plan by an MPO is not a land use decision under Oregon law. Additionally, an air quality determination does not trigger a need for a finding that the RTP is consistent with comprehensive plans.)

The highway and transit projects described the RTP are considered “financially constrained”. Financially constrained projects are organized by phases of short (2024-27), medium (2025-35) and long (2036-45). All projects are sufficiently identified by design concept, scope, and location to ensure adequate modeling for conformity purposes. For the purposes of the conformity determination, the 2045 transportation network is composed of the 2017 base transportation network modified by projects completed through 2017, projects now under construction, projects programmed in the 2024-2027 TIP, and the medium- and long-range projects in the RTP financially constrained project list.

40 CFR 93.108

### **Fiscal Constraint for Transportation Plans and TIPs**

Fiscal constraint is described and affirmed in the 2024-2027 TIP. Appendix B is a list of the projects with the costs by phase.

40 CFR 93.109

### **General**

OAR 340-252-0010

To demonstrate conformity of a transportation plan and TIP, specific criteria listed in OAR 340 Division 252 and 40 CFR 93.110 through 93.118 must be addressed. These criteria include using the latest planning assumptions and the latest emissions model, and undertaking interagency consultation and public involvement. Responses to these specific criteria are in the following sections.

The MRMPO area includes two maintenance areas. The CO and PM10 Air Quality Maintenance Areas (AQMA) are two distinct maintenance areas with different boundaries. The CO AQMA encompasses the City of Grants Pass’s Central Business District (CBD). The Grants Pass PM10 AQMA covers the city’s Urban Growth Boundary (UGB). In September 2015, the US Environmental Protection Agency (US-EPA) approved CO and PM10 Limited Maintenance Plans (LMPs) for the Grants Pass area. In accordance with the requirements of the Clean Air Act (CAA), the EPA approved these State Implementation Plan (SIP) revisions because it was demonstrated that Grants Pass will continue to meet the carbon monoxide and particulate matter NAAQS for a second 10-year period beyond re-designation, through 2025. The direct final rule for the CO LMP (80 FR 44864) was published in the Federal Register on July 28, 2015. The direct final rule for the PM10 LMP (80 FR 45431) was published in the Federal Register on July 30, 2015. According to federal rules, while areas with approved



40 CFR 93.110	<p><b>Latest Planning Assumptions</b></p> <p>The 2024-2027 TIP was developed using the latest planning assumptions of population, employment, land use, and the transit provider's long range plans including routes, service, and fares that had recently been updated during the course of updating and adopting the recent 2020-2045 RTP.</p>
40 CFR 93.111	<p><b>Criteria &amp; Procedures: Latest Emissions Model</b></p> <p>Under the LMPs, regional emissions modeling is not required for the conformity determination. Thus, the latest emissions model is not required for this action.</p>
40 CFR 93.112	<p><b>Criteria &amp; Procedures: Consultation</b></p> <p>See responses to OAR 340-252-0060 and 40 CFR 93.105 above.</p>
40 CFR 93.113	<p><b>Timely Implementation of TCMs</b></p> <p>There are no TCMs specified in the Grants Pass CO &amp; PM10 State Implementation Plans.</p>
40 CFR 93.114	<p><b>Currently Conforming Transportation Plan &amp; TIP</b></p> <p>This action will restart the 4-year cycle for the TIP. The next conformity for the RTP will be in March 2024.</p>
40 CFR 93.115	<p><b>Projects from a Transportation Plan &amp; TIP</b></p> <p>All projects in the TIP are either listed in the current plan or are consistent with the goals, policies and objectives of the plan. There are no project-level emissions mitigation or control measures in the TIP.</p>
40 CFR 93.116	<p><b>PM10 Violations (Hot Spots)</b></p> <p>The project list of the TIP (Appendix B) indicates which projects are assessed as exempt under 40 CFR 93.126, and which require review for project level conformity. Map 2 shows the location of the projects within the region.</p>
40 CFR 93.117	<p><b>Compliance with PM10 and PM2.5 Control Measures</b></p> <p>There are no on-road control measures in the Grants Pass CO &amp; PM10 State Implementation Plans.</p>
40 CFR 93.118	<p><b>Motor Vehicle Emissions Budget</b></p> <p>This is not required for an LMP.</p>
40 CFR 93.119	<p><b>Interim Emissions in Areas Without Motor Vehicle Emissions Budgets</b></p> <p>This is not required for an LMP.</p>
40 CFR 93.123(b)	<p><b>Procedures for determining localized PM<sub>10</sub> concentrations</b></p> <p>The LMP does not identify any locations, areas, or categories of sites of violation or possible violation. Prior to release of the funding or approval of permits for a project, the regulatory agency will identify projects that must undergo hot spot analysis. The <i>project sponsor</i> (the agency responsible for implementing the project) is responsible for assuring the conformity at this time. Refer to the project list for identification of projects that are not exempt from this requirement (Appendix B, Map 2).</p>

40 CFR 93.125      **Enforceability**

OAR 340-252-0230 No emissions reductions credits can be applied if the control measure is not included in the transportation plan or the TIP or does not require regulatory action unless there are written commitment to implement those control measures.

There are no on-road control measures in the Grants Pass CO & PM<sub>10</sub> State Implementation Plans.

**Summary**

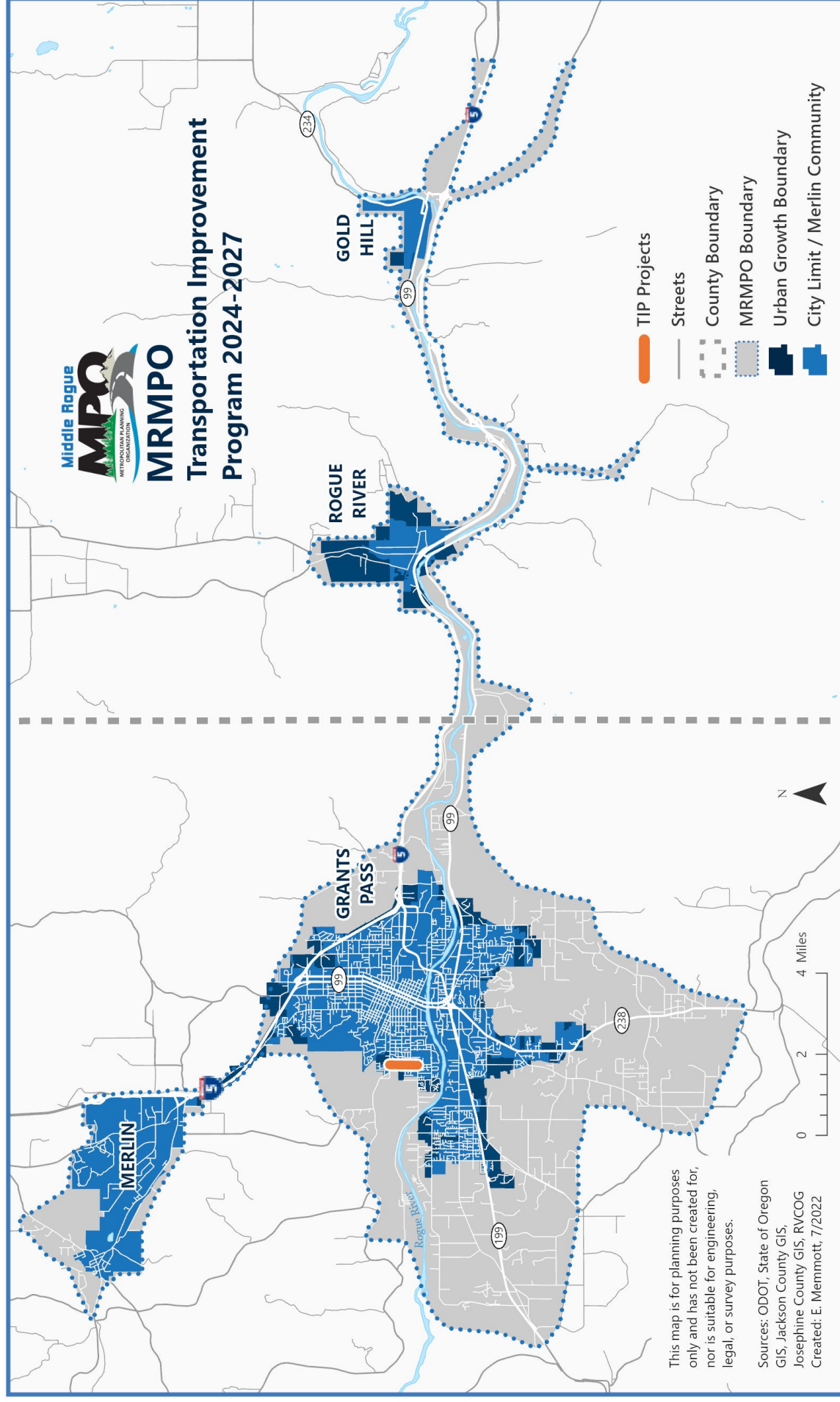
Current CO & PM<sub>10</sub> levels are shown to be well under the NAAQS level, and trends indicate a stable situation. The federal 8-hour standard for CO is 9 ppm. For the 8-hour CO, in the most recent two years of data, the maximum value of 4.0 ppm was recorded on November 3, 2004 and the second maximum value of 3.9 was recorded on March 22, 2005. The risk to the community of exceeding the CO standard is low. The 24-hour standard for PM<sub>10</sub> is 150µg/m<sup>3</sup>. The design value for 2004-2008 was 49 µg/m<sup>3</sup>, and the risk to the community of exceeding the PM<sub>10</sub> standard is low.

The Grants Pass Urbanized Area has grown in population by a little over 2,000 from 2014 to 2019 since the monitoring values were available.

The transportation air quality conformity regulations summarized in 40 CFR 93.109(b) have been addressed herein pursuant to the requirements of 40 CFR 93.109(e).

All requirements for the Transportation Air Quality Conformity Determination have been met.

## Appendix A: 2024-2027 TIP Projects



## Appendix A: 2024-2027 TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Gold Hill																
No Projects						Planning										
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
						Other										
					Total FFY24-27											
Subtotal Gold Hill Projects																
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal \$	Source	Federal \$	Source	Total Fed+Req Match	Other \$	Source	Total All Sources		
Grants Pass																
Lincoln Rd. Multi-Modal and Transit Enhancements	Modernize Lincoln Rd from Bridge to G St to include bike lanes and sidewalks. Work to include turn lane and resurfacing of existing lanes.	GP-007	Exempt 40 CFR 93.126 Table 2  Safety: Traffic control devices and operating assistance other than signalization projects  Air Quality: Bicycle and pedestrian facilities	23304	2025	Planning	\$	362,040	STBG	\$	149,992	Grants Pass	\$	512,032		
				23304	2025	Planning	\$	450,016	CMAQ (L400)	\$	149,992	Grants Pass	\$	600,008		
				23304	2025	Design	\$	500,000	STBG	\$	250,000	Grants Pass	\$	750,000		
				23304	2026	Land Purchase	\$	876,918	STBG	\$	125,000	Grants Pass	\$	1,001,918		
				23304	2026	Land Purchase	\$	450,016	CMAQ (L400)	\$	125,000	Grants Pass	\$	575,016		
						Utility Relocate						\$	-		\$	-
				23304	2027	Construction	\$	876,918	STBG	\$	50,000	Grants Pass	\$	926,918		
				23304	2027	Construction	\$	450,016	CMAQ (L400)	\$	50,000	Grants Pass	\$	500,016		
					Total FFY24-27		\$	3,965,924		\$	899,984		\$	4,865,908	\$	3,027,950
Total FFY24-27		\$	3,965,924		\$	899,984		\$	4,865,908	\$	3,027,950	\$	8,581,940			
Subtotal Grants Pass Projects																
Total All Sources																

## Appendix A: 2024-2027 TIP Projects, continued

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Jackson County														
Galls Creek (Lampman Rd) bridge	Replace the existing bridge to meet current standards.	N/A	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2  Safety: Widening narrow pavements or reconstructing bridges (no additional travel lanes).	23163 23163 23163	2023	Planning	\$ 729,236	IUA	\$ 83,464	Local	\$ 812,700			\$ 812,700
					2025	Land Purchase	\$ 56,799	IUA	\$ 6,501	Local	\$ 63,300			\$ 63,300
						Utility Relocate				\$ -			\$ -	
					2026	Construction	\$ 2,563,855	IUA	\$ 293,410	Local	\$ 2,857,265			\$ 2,857,265
						Other				\$ -			\$ 3,733,265	
Total FFY24-27							\$ 3,349,890		\$ 383,375		\$ 3,733,265			\$ 3,733,265
Subtotal Jackson County Projects														
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Josephine County														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
					Total FFY24-27	Other								
Subtotal Josephine County Projects														

## Appendix A: 2024-2027 TIP Projects, continued

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Josephine Community Transit														
Oregon Transportation Network - Josephine Co FFY 24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements	N/A	Exempt Table 2 Transit	22052	FFY2024	Other	\$	253,808	SW Transit	\$29,049	JCT	\$	282,857	NA \$ 282,857
	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	21989	FFY2024	Other	\$	109,000	FTA 5310	\$27,250	JCT	\$	136,250	NA \$ 136,250
	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	22956	FFY2025	Other	\$	146,083	FTA 5310	\$36,521	JCT	\$	182,604	NA \$ 182,604
	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	22969	FFY2026	Other	\$	152,048	FTA 5310	\$38,012	JCT	\$	190,060	NA \$ 190,060
	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	22981	FFY2027	Other	\$	158,375	FTA 5310	\$39,594	JCT	\$	197,969	NA \$ 197,969

## Appendix A: 2024-2027 TIP Projects, continued

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Josephine Community Transit														
Enhanced Mobility E&D JCT FY25	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	23002	FFY2025	Other	\$ 337,565	FTA 5310	\$38,636	JCT	\$ 376,201	\$ -	NA	\$ 376,201
Enhanced Mobility E&D JCT FY26	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	23019	FFY2026	Other	\$ 337,565	FTA 5310	\$38,636	JCT	\$ 376,201	\$ -	NA	\$ 376,201
Enhanced Mobility E&D JCT FY27	Enhanced mobility small urban program	N/A	Exempt Table 2 Transit	23032	FFY2027	Other	\$ 337,565	FTA 5310	\$38,636	JCT	\$ 376,201	\$ -	NA	\$ 376,201
Josephine Co - Transit operations (5307) FY2024	Transit operation expenses	n/a	Exempt Table 2 Transit	20979	FFY2024	Other	\$ 1,116,568	FTA 5307	\$ 1,116,568	JCT	\$ 2,233,136	\$ -	NA	\$ 2,233,136
Josephine Co - Transit operations (5307) FY2025	Transit operation expenses	n/a	Exempt Table 2 Transit	23336	FFY2025	Other	\$ 1,150,065	FTA 5307	\$ 1,150,065	JCT	\$ 2,300,130	\$ -	NA	\$ 2,300,130
Josephine Co - Transit operations (5307) FY2026	Transit operation expenses	n/a	Exempt Table 2 Transit	23337	FFY2026	Other	\$ 1,184,567	FTA 5307	\$ 1,184,567	JCT	\$ 2,369,134	\$ -	NA	\$ 2,369,134
Josephine Co - Transit operations (5307) FY2027	Transit operation expenses	n/a	Exempt Table 2 Transit Operations	23338	FFY2027	Other	\$ 1,220,104	FTA 5307	\$ 1,220,104	JCT	\$ 2,440,208	\$ -	NA	\$ 2,440,208
Subtotal Josephine Community Transit Projects							\$ 6,503,313		\$ 4,957,638		\$ 11,460,952			\$ 11,460,952



## Appendix A: 2024-2027 TIP Projects, continued

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
ODOT															
I-5: Evans Creek Bridge & Bridge over Depot St (Rogue River)	Widen the Evans Creek Bridge to the west side (southbound lanes). Widen the bridge over Depot	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2			Planning					\$	-			
	Street to the west side (southbound lanes).			21775	2021	Design	\$	1,383,300	\$	FIX-IT SWB	\$	116,700	ODOT	\$	1,500,000
	Remove portions of the bridge driving surfaces of both bridges and place new surface. Replace the deck expansion joints			21775	2023	Land Purchase	\$	27,666	\$	FIX-IT SWB	\$	2,334	ODOT	\$	30,000
				21775	2023	Utility Relocation	\$	46,110	\$	FIX-IT SWB	\$	3,890	ODOT	\$	50,000
				21775	2024	Construction	\$	6,738,515	\$	FIX-IT SWB	\$	\$568,485	ODOT	\$	7,307,000
						Other			\$	-	\$	-			
						Total FFY24-27	\$	8,195,591	\$	691,409		\$	8,887,000	\$	8,887,000
Southwest Oregon Rural Intersection Safety Improvements	Install signs to provide a safer roadway to the traveling public in ODOT region 3.	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2			Planning					\$	-			
				23053	2024	Design	\$	389,977	\$	HSIP - IIUA	\$	43,331	ODOT	\$	433,308
						Land Purchase					\$	-		\$	-
						Utility Relocation					\$	-		\$	-
				23053	2025	Construction	\$	2,418,012	\$	HSIP - IIUA	\$	\$268,668	ODOT	\$	2,686,680
						Other			\$	-	\$	-			
						Total FFY24-27	\$	2,807,989	\$	311,999		\$	3,119,988	\$	3,119,988

## Appendix A: 2024-2027 TIP Projects, continued

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR-99 Fruitdale Creek Culvert	construction project to replace a culvert with a bridge. The replacement will improve fish passage no additional travel lanes.	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2  Safety: Widening narrow pavements or reconstructing bridges (no additional travel lanes)			Planning					\$ -			
				21720	2022	Design	\$ 1,315,442	FIX-IT FP	\$ 150,558	ODOT	\$ 1,466,000		\$ 1,466,000	
				21720	2024	Land Purchase	\$ 565,299	FIX-IT FP	\$ 64,701	ODOT	\$ 630,000		\$ 630,000	
				21720	2024	Utility Relocate	\$ 44,865	FIX-IT FP	\$ 5,135	ODOT	\$ 50,000		\$ 50,000	
						Construction				\$ -				
						Other				\$ -				
				Total FFY24-27	\$ 1,925,606		\$ 220,394		\$ 2,146,000		\$ 2,146,000			
Rogue Valley Rural Intersection Improvements	Install safety signs at various intersection approaches in the rural Rogue Valley. Install flashing lights at the intersections. This will help improve intersection visibility to motorists.	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2  Other: Directional and informational signs			Planning					\$ -			
				21717	2022	Design	\$ 202,884	ARTS R3	\$ 17,116	ODOT	\$ 220,000		\$ 220,000	
				21717	2023	Land Purchase	\$ 1,844	ARTS R3	\$ 156	ODOT	\$ 2,000		\$ 2,000	
				21717	2024	Utility Relocate	\$ 23,055	ARTS R3	\$ 1,945	ODOT	\$ 25,000		\$ 25,000	
				21717	2024	Construction	\$ 892,690	ARTS R3	\$ 75,310	ODOT	\$ 968,000		\$ 968,000	
						Other			\$ -		\$ -			
				Total FFY24-27	\$ 1,120,473		\$ 94,527		\$ 1,215,000		\$ 1,215,000			
Jackson and Josephine County curb ramps, phase 3	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards	n/a	Carried over from 2021-24 conforming TIP Exempt 40 CFR 93.126 Table 2  Quality - Bicycle and pedestrian facilities.			Planning					\$ -			
				22571	2022	Design	\$ 4,215,901	STBG-IIIA	\$ 482,529	ODOT	\$ 4,698,430		\$ 4,698,430	
				22571	2023	Land Purchase	\$ 1,351,959	STBG-IIIA	\$ 154,738	ODOT	\$ 1,506,697		\$ 1,506,697	
						Utility Relocate					\$ -		\$ -	
				22571	2024	Construction	\$ 9,298,777	STBG-IIIA	\$ 1,064,287	ODOT	\$ 10,363,064		\$ 10,363,064	
						Other			\$ -		\$ -			
				Total FFY24-27	\$ 14,866,637		\$ 1,701,554		\$ 16,568,191		\$ 16,568,191			

## Appendix A: 2024-2027 TIP Projects, continued

ODOT														
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
SW Oregon HB2017 safety program funding reserve (FFY25-27)	Funding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.	n/a	Exempt 40 CFR 93.126 Table 2 Safety			Planning					\$ -			
						Design						\$ -		\$ -
						Land Purchase						\$ -		\$ -
						Utility Relocate								\$ -
				23413	2025	Construction	\$ 129,199	HB2017	\$14,355	ODOT	\$ 143,554		\$ 143,554	
						Other			\$ -		\$ -			
		Total FFY24-27	\$ 129,199		\$ 14,355		\$ 143,554		\$ 143,554					
SW Oregon preservation program funding reserve (FFY25-27)	Funding reserved for future preservation projects in the 2024-2027 STIP cycle.	n/a	Exempt 40 CFR 93.126 Table 2 Safety			Planning					\$ -			
						Design						\$ -		\$ -
						Land Purchase						\$ -		\$ -
						Utility Relocate								\$ -
				23312	2025	Construction	\$ 1,043,771	HB2017	\$119,464	ODOT	\$ 1,163,235		\$ 1,163,235	
						Other			\$ -		\$ -			
		Total FFY24-27	\$ 1,043,771		\$ 119,464		\$ 1,163,235		\$ 1,163,235					
SW Oregon safety program funding reserve (FFY25-27)	Funding for federal fiscal year 2024-2027 for the Region 3 ARTS program.	n/a	Exempt 40 CFR 93.126 Table 2 Safety			Planning					\$ -			
						Design						\$ -		\$ -
						Land Purchase						\$ -		\$ -
						Utility Relocate								\$ -
				23305	2025	Construction	\$ 1,075,976	HB2017	\$119,553	ODOT	\$ 1,195,529		\$ 1,195,529	
						Other			\$ -		\$ -			
		Total FFY24-27	\$ 1,075,976		\$ 119,553		\$ 1,195,529		\$ 1,195,529					

## Appendix A: 2024-2027 TIP Projects, continued

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
I-5: Monument Dr - N. Grants Pass	Remove existing pavement and replace with new asphalt to improve pavement condition and extend service life. Install new overhead lighting and signage at various locations to improve safety. Repair or replace bridge driving surfaces and joint repairs to extend the structure life.	n/a	Carried over from 2021-24 conforming TIP <b>Exempt</b> 40 CFR 93.126 Table 2  Safety: Pavement resurfacing and/or rehabilitation and lighting improvements and directional and informational signs	21674	2022	Planning					\$ -			
							\$ 1,125,084	NHP FAST	\$ 94,916	ODOT	\$ 1,220,000		\$ 1,220,000	
							\$ 2,767	NHP FAST	\$ 233	ODOT	\$ 3,000		\$ 3,000	
							\$ 23,055	NHP FAST	\$ 1,945	ODOT	\$ 25,000		\$ 25,000	
							\$ 17,424,047	NHP FAST	\$ 1,469,953	ODOT	\$ 18,894,000		\$ 18,894,000	
											\$ -			
					Total FFY24-27		\$ 18,574,953	\$ 1,567,047		\$ 20,142,000	0	\$ 20,142,000		
OR99: Rogue River Bridge, Gold Hill Spur	Widen the deck, strengthen the bridge and replace timber walkway with an attached concrete ADA compliant walkway.	n/a	Carried over from 2021-24 conforming TIP <b>Exempt</b> 40 CFR 93.126 Table 2  Safety: Projects that correct, improve, or eliminate a hazardous location or feature	22630	2023	Planning			\$ -		\$ -			
							\$ 1,919,325	STBG-IIUA	\$ 219,675	ODOT	\$ 2,139,000		\$ 2,139,000	
							\$ 347,824	STBG-IIUA	\$ 84,176	ODOT	\$ 432,000		\$ 432,000	
							\$ 292,520	FIX-IT	\$ 33,480	ODOT	\$ 326,000		\$ 326,000	
									\$ -		\$ -		\$ -	
							\$ 148,147	STBG-IIUA	\$ 35,853	ODOT	\$ 184,000		\$ 184,000	
			Total FFY24-27		\$ 2,707,816	\$ 373,184		\$ 3,081,000		\$ 3,081,000				
Subtotal ODOT Projects							\$ 32,524,439	\$ 2,946,561		\$ 35,471,000		\$ 57,661,497		

## Appendix A: 2024-2027 TIP Projects, continued

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue River														
						Planning								
No Projects						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
Subtotal Rogue River Projects														
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments														
Middle Rogue MPO planning SFY25	Planning and Reasearch	n/a	Exempt Table 2	21865 21865	FFY2024 FFY2024	Planning Design	\$ \$	212,714 63,874	PL FTA 5303	\$24,346 \$7,311	ODOT MRMPO	\$ \$		\$ \$
						Land Purchase						\$		
						Construction						\$		
						Other						\$		
					Total FFY21-24		\$	276,588		\$	31,657	\$		\$ 308,245
				22901	FFY2025	Planning	\$	321,873	PL	\$36,840	ODOT	\$		\$ 358,713
Middle Rogue MPO planning SFY26	Planning and Reasearch	n/a	Exempt Table 2	22901	FFY2025	Planning	\$	121,116	FTA 5303	\$13,862	MRMPO	\$		\$ 134,978
						Design						\$		
						Land Purchase						\$		
						Construction						\$		
						Other						\$		
					Total FFY24-27		\$	442,989		\$	50,702	\$		\$ 493,691
				22904	FFY2026	Planning	\$	322,952	PL	\$36,963	ODOT	\$		\$ 359,915
Middle Rogue MPO planning SFY27	Planning and Reasearch	n/a	Exempt Table 2	22904	FFY2026	Planning	\$	126,760	FTA 5303	\$14,508	MRMPO	\$		\$ 141,268
						Design						\$		
						Land Purchase						\$		
						Construction						\$		
						Other						\$		
					Total FFY24-27		\$	449,712		\$	51,471	\$		\$ 501,183
				22905	FFY2027	Planning	\$	324,040	PL	\$37,088	ODOT	\$		\$ 361,128
Middle Rogue MPO planning SFY28	Planning and Reasearch	n/a	Exempt Table 2	22905	FFY2027	Planning	\$	132,616	FTA 5303	\$15,178	MRMPO	\$		\$ 147,794
						Design						\$		
						Land Purchase						\$		
						Construction						\$		
						Other						\$		
					Total FFY24-27		\$	456,656		\$	52,266	\$		\$ 508,922
Subtotal RVCOG Projects							\$	1,625,945		\$	186,096	\$	-	\$ 1,812,041
Total All Projects							\$	44,619,621		\$	8,990,279	\$	53,609,901	\$ 3,027,950
														\$ 83,249,695

### 93.126 Exempt Projects

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

#### **Exempt Projects**

##### **Safety**

- Railroad/highway crossing
- Projects that correct, improve, or eliminate a hazardous location or feature
- Safer non-Federal-aid system roads
- Shoulder improvements
- Increasing sight distance
- Highway Safety Improvement Program implementation
- Traffic control devices and operating assistance other than signalization projects
- Railroad/highway crossing warning devices
- Guardrails, median barriers, crash cushions
- Pavement resurfacing and/or rehabilitation
- Pavement marking
- Emergency relief (23 U.S.C. 125)
- Fencing
- Skid treatments
- Safety roadside rest areas
- Adding medians
- Truck climbing lanes outside the urbanized area
- Lighting improvements
- Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- Emergency truck pullovers
- Mass Transit
- Operating assistance to transit agencies
- Purchase of support vehicles
- Rehabilitation of transit vehicles<sub>1</sub>
- Purchase of office, shop, and operating equipment for existing facilities
- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- Construction or renovation of power, signal, and communications systems
- Construction of small passenger shelters and information kiosks
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

##### **Air Quality**

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

### Other

Specific activities which do not involve or lead directly to construction, such as:

- Planning and technical studies
- Grants for training and research programs
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- Noise attenuation
- Emergency or hardship advance land acquisitions (23 CFR 710.503)
- Acquisition of scenic easements
- Plantings, landscaping, etc
- Sign removal
- Directional and informational signs
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

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

### 93.127 Projects Exempt from Regional Emissions Analysis

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

#### **Projects Exempt From Regional Emissions Analyses**

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



## Appendix C: Inter-Agency Coordination and Comments Received

Table

<u>Agency</u>	<u>Contact</u>	<u>Phone</u>	<u>Email</u>	
<u>FHWA</u>	Jasmine Harris	503.316.2561	<a href="mailto:jasmine.harris@dot.gov">jasmine.harris@dot.gov</a>	
	Benjamin Haines	503.316.2555	<a href="mailto:benjamin.haines@dot.gov">benjamin.haines@dot.gov</a>	
<u>FTA</u>	Ned Conroy		<a href="mailto:ned.conroy@dot.gov">ned.conroy@dot.gov</a>	
<u>USEPA</u>	Karl Pepple	206.553.1778	<a href="mailto:pepple.karl@epa.gov">pepple.karl@epa.gov</a>	
	Claudia Vaupel		<a href="mailto:vaupel.claudia@epa.gov">vaupel.claudia@epa.gov</a>	
<u>ODEQ</u>	Karen Williams	503.229.5519	<a href="mailto:karen.williams@deq.oregon.gov">karen.williams@deq.oregon.gov</a>	
<u>ODOT</u>	Natalie Liljenwall	503.986.3456	<a href="mailto:natalie.liljenwall@state.or.us">natalie.liljenwall@state.or.us</a>	
	Mike Baker	541.957.3658	<a href="mailto:michael.baker@odot.state.or.us">michael.baker@odot.state.or.us</a>	
	Ian Horlacher	541.774.6399	<a href="mailto:ian.k.horlacher@odot.state.or.us">ian.k.horlacher@odot.state.or.us</a>	

Table

Inter-Agency Consultation				
Date		Contact(s)		Action
2/6/2023		Inter-agency Group less USEPA		Agreement with Exempt status of projects
2/28/2023		USEPA		Agreement with Exempt status of projects
3/1/2023		Public/Media		Posting of Project Listing on website and Virtual Open House
4/6/2023		MRMPO TAC		Review Draft AQCD/TIP
4/13/2023		MRMPO CAC		Review Draft AQCD/TIP
4/20/2023		MRMPO Policy		Review Draft AQCD/TIP
5/18/2023		MRMPO Policy/Public Hearing		Adoption of AQCD and 2024-27 TIP

# Appendix C: Inter-Agency Coordination and Comments Received

---

## AQCD Interagency Consultation

Opportunities for agencies to participate in this analysis occurred throughout the development process. Agencies consulted were ODOT, ODEQ, FHWA and FTA. A summary is provided in section 2.1 on page 7. The MRMPO consulted with the Interagency Consultation Group (IACG) and held a conference call with the IACG on the eligibility of specific projects for CMAQ funding and additional discussions (via ZOOM) on the exempt status of projects contained in the draft 2024-2027 TIP.

.....

.....

.....

.....

Appendix C: Inter-Agency Coordination and Comments Received

---

.....

.....

.....



## Appendix C: Inter-Agency Coordination and Comments Received

---

### Comments from the Public

No comments were received.



44864

Federal Register / Vol. 80, No. 144 / Tuesday, July 28, 2015 / Rules and Regulations

proposal also includes separate fuel efficiency and greenhouse gas standards for the engines that power combination tractors and vocational vehicles.

The joint proposed rules for which EPA and NHTSA are holding the public hearings were published in the **Federal Register** on July 13, 2015 (80 FR 40138), and are also available at the Web sites listed above under **FOR FURTHER INFORMATION CONTACT**. NHTSA's Draft Environmental Impact Statement is available on the NHTSA Web site and in NHTSA's rulemaking docket, both referenced above. Once NHTSA and EPA learn how many people have registered to speak at each public hearing, we will allocate an appropriate amount of time to each participant, allowing time for necessary breaks. In addition, we will reserve a block of time for anyone else in the audience who wants to give testimony. For planning purposes, each speaker should anticipate speaking for approximately five minutes, although we may need to shorten that time if there is a large turnout. We request that you bring two copies of your statement or other material for the EPA and NHTSA panels.

NHTSA and EPA will conduct the hearings informally, and technical rules of evidence will not apply. We will arrange for a written transcript of each hearing and keep the official record for the proposed rule open for 30 days after the last public hearing to allow speakers to submit supplementary information. Panel members may ask clarifying questions during the oral statements but will not respond to the statements at that time. You may make arrangements for copies of the transcripts directly with the court reporter. Written statements and supporting information submitted during the comment period will be considered with the same weight as oral comments and supporting information presented at the public hearings. The comment period for the proposed rule will be extended such that the closing date is 30 days after the last public hearing. Therefore, written comments on the proposal must be post marked no later than September 17, 2015.

Dated: July 22, 2015.

**Raymond R. Posten,**  
Associate Administrator for Rulemaking,  
National Highway Traffic Safety  
Administration.

Dated: July 22, 2015.

**Christopher Grundle,**  
Director, Office of Transportation and Air  
Quality, Environmental Protection Agency.

[FR Doc. 2015-18527 Filed 7-27-15; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

#### [EPA-R10-OAR-2015-0322; FRL-9931-13-Region 10] Approval and Promulgation of State Implementation Plans: Oregon: Grants Pass Carbon Monoxide Limited Maintenance Plan

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Direct final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is taking direct final action to approve a carbon monoxide Limited Maintenance Plan (LMP) for Grants Pass, submitted by the State of Oregon on April 22, 2015 as a revision to its State Implementation Plan (SIP). In accordance with the requirements of the Clean Air Act (CAA), the EPA is approving this SIP revision because it demonstrates that Grants Pass will continue to meet the carbon monoxide National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond re-designation, through 2025.

**DATES:** This rule is effective on September 28, 2015, without further notice, unless the EPA receives adverse comment by August 27, 2015. If the EPA receives adverse comment, we will publish a timely withdrawal in the **Federal Register** informing the public that the rule will not take effect.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R10-OAR-2015-0322, by any of the following methods:

- **Federal eRulemaking Portal** <http://www.regulations.gov>: Follow the on-line instructions for submitting comments.
- **Email:** [R10-Public\\_Comments@epa.gov](mailto:R10-Public_Comments@epa.gov).
- **Mail:** Lucy Edmondson, EPA Region 10, Office of Air, Waste and Toxics, AWT-150, 1200 Sixth Avenue, Suite 900, Seattle, WA 98101.
- **Hand Delivery/Courier:** EPA Region 10, 1200 Sixth Avenue, Suite 900, Seattle, WA 98101. Attention: Lucy Edmondson, Office of Air, Waste and Toxics, AWT-150. Such deliveries are only accepted during normal hours of operation, and special arrangements should be made for deliveries of boxed information.

**Instructions:** Direct your comments to Docket ID No. EPA-R10-OAR-2015-0322. Once submitted, comments cannot be edited or withdrawn. The EPA's policy is that all comments received will be included in the public docket without change and may be made available online at <http://www.regulations.gov>, including any

personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through <http://www.regulations.gov> or email. The <http://www.regulations.gov> Web site is an "anonymous access" system, which means the EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to the EPA without going through <http://www.regulations.gov>, your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, the EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If the EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, the EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

**Docket:** All documents in the docket are listed in the <http://www.regulations.gov> index. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy. Publicly available docket materials are available either electronically in <http://www.regulations.gov> or in hard copy during normal business hours at the Office of Air, Waste and Toxics, EPA Region 10, 1200 Sixth Avenue, Seattle, WA 98101.

**FOR FURTHER INFORMATION CONTACT:** Lucy Edmondson at (360) 753-9082, [edmondson.lucy@epa.gov](mailto:edmondson.lucy@epa.gov), or the above EPA, Region 10 address.

**SUPPLEMENTARY INFORMATION:** Throughout this document wherever "we", "us" or "our" is used, it is intended to refer to the EPA. Information is organized as follows:

### Table of Contents

- I. This Action
- II. Background
- III. Public and Stakeholder Involvement in Rulemaking Process
- IV. Evaluation of Oregon's Submittal
- V. Transportation and General Conformity



- VI. Final Action
- VII. Oregon Notice Provision
- VIII. Statutory and Executive Order Reviews

I. This Action

The EPA is taking direct final action to approve the carbon monoxide (CO) LMP for Grants Pass, Oregon. The Oregon Department of Environmental Quality (ODEQ) submitted this plan as a SIP revision, on April 22, 2015. This CO LMP is designed to keep Grants Pass in attainment with the CO standard for a second 10-year period beyond re-designation, through 2025.

II. Background

Under Section 107(d)(1)(c) of the CAA, each CO area designated nonattainment prior to enactment of the 1990 Amendments, such as Grants Pass, was designated nonattainment by operation of law upon enactment of the 1990 Amendments. Under section 186(a) of the CAA, each CO area designated nonattainment under section 107(d) was also classified by operation of law as either “moderate” or “serious” depending on the severity of the area’s air quality problem. CO areas with design values between 9.1 and 16.4 parts per million (ppm), such as Grants Pass, were classified as moderate. These nonattainment designations and classifications were codified in 40 CFR part 81. (56 FR 56694) (November 6, 1991).

In August 2000, the EPA approved the first maintenance plan designed to maintain compliance with the CO standard in Grants Pass, OR through the year 2015 (see 65 FR 52932, August 31, 2000). While the central business district represented the maintenance area, the EPA considered the Urban Growth Boundary (UGB) to be a more representative area of influence for carbon monoxide emissions, and the 1993 emission inventory was prepared for the UGB. In addition to approving ODEQ’s maintenance plan for the area, the EPA also approved ODEQ’s request to redesignate the Grants Pass area to attainment of the CO standard (see 65 FR 52932, August 31, 2000). On November 5, 1999, Oregon submitted a complete rule renumbering and relabeling package to EPA for approval in the SIP. On January 22, 2003, EPA approved the recodified version of Oregon’s rules to remove and replace the outdated numbering system (68 FR 2891).

Per CAA section 175A(b), Oregon’s current SIP submittal provides a second 10-year CO maintenance plan for Grants Pass that will apply until 2025, and fulfill the final planning requirements under the CAA. In addition, the plan is

consistent with the elements of a LMP as outlined in an EPA October 6, 1995 memorandum from Joseph Paisie, the Group Leader of the Integrated Policy and Strategies Group, titled, “Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas” (LMP Option). To qualify for the LMP Option, the CO design value for an area, based on the eight consecutive quarters (two years of data) used to demonstrate attainment, must be at or below 7.65 ppm (85 percent of the CO NAAQS). In addition, the control measures from the first CO maintenance plan must remain in place and unchanged. The primary control measure has been the emission standards for new motor vehicles under the Federal Motor Vehicle Control Program. Other control measures have been the New Source Review Program and several residential woodsmoke emission reduction efforts. The EPA has determined that the LMP Option for CO is also available to all states as part of the CAA 175A(b) update to the maintenance plans, regardless of the original nonattainment classification, or lack thereof. Thus, the EPA finds that Grants Pass qualifies for the LMP.

III. Public and Stakeholder Involvement in Rulemaking Process

Section 110(a)(2) of the CAA requires that each SIP revision offer a reasonable opportunity for notice and public hearing. This must occur prior to the revision being submitted by the State to the EPA. The State provided notice and an opportunity for public comment from December 16, 2014 until January 26, 2015, with no comments received. ODEQ also held a public hearing on January 22, 2015 in Grants Pass. This SIP revision was submitted by the Governor’s designee and was received by the EPA on April 22, 2015. The EPA has evaluated ODEQ’s submittal and determined that the State met the requirements for reasonable notice and public hearing under section 110(a)(2) of the CAA.

IV. Evaluation of Oregon’s Submittal

The EPA has reviewed Oregon’s SIP submittal for Grants Pass. The following is a summary of the requirements for a LMP and the EPA’s evaluation of how each requirement has been met by the SIP submittal.

A. Base Year Emissions Inventory

The maintenance plan must contain an attainment year emissions inventory to identify a level of CO emissions in the area that is sufficient to attain the CO NAAQS. The April 22, 2015 SIP submittal contains a summary of the CO

emissions inventory for Grants Pass for the base year 2005. This summary is based on the Grants Pass Inventory Preparation and Quality Assurance Plan for the Grants Pass Urban Growth Boundary Limited Carbon Monoxide Maintenance Plan, adopted March 2014.

Historically, exceedances of the CO standard in Grants Pass have occurred during the winter months, when cooler temperatures contribute to incomplete combustion, and when CO emissions are trapped near the ground by atmospheric inversions. The UGB was used for the initial 1993 emissions inventory, since it was more representative of the area of influence for carbon monoxide emissions, and used again for the 2005 emission inventory in this LMP. Sources of carbon monoxide in Grants Pass include industry, motor vehicles, non-road mobile sources, (e.g., construction equipment, recreational vehicles, lawn and garden equipment, and area sources (e.g., outdoor burning, woodstoves, fireplaces, and wildfires). The CO season is defined as three consecutive months—December 1 through the end of February. As such, season day emissions in addition to annual emissions are included in the inventory. The unit of measure for annual emissions is in tons per year (tpy), while the unit of measure for season day emissions is in pounds per day (lb/day). In addition, the county-wide emissions inventory data is spatially allocated to the Grants Pass UGB, and to buffers around the UGB, depending on emissions category.

Because violations of the CO NAAQS are most likely to occur on winter weekdays, the inventory prepared is for a “typical winter day”. The table below shows the estimated tons of CO emitted per winter day by source category for the 2005 base year.

2005 EMISSIONS INVENTORY, MAIN SOURCE CATEGORY SUBTOTALS

Main source category	CO emissions pounds per winter day
Stationary Point Sources .....	1,202
Onroad Mobile Sources .....	58,120
Non-road Mobile Sources .....	6,289
Stationary Area Sources .....	22,244
Total .....	87,855

B. Demonstration of Maintenance

The CO NAAQS is attained when the annual second highest 8-hour average CO concentration for an area does not exceed a concentration of 9.0 ppm. The last monitored violation of the CO



NAAQS in Grants Pass occurred in 1990, and CO levels have been steadily in decline.

For areas using the LMP Option, the maintenance plan demonstration requirement is considered to be satisfied when the second highest 8-hour CO concentration is at or below 7.65 ppm (85 percent of the CO NAAQS) for 8 consecutive quarters. The current 8-hour CO Design Value for Grants Pass is 4.0 ppm based on the two most recent years of data (2004–2005), which is significantly below the LMP Option requirement of 7.65 ppm. Therefore, the State has demonstrated that Grants Pass qualifies for the LMP Option.

With the LMP Option, there is no requirement to project emissions of air quality over the upcoming maintenance period. The EPA believes that if the area begins the maintenance period at, or below, 85 percent of the level of the CO 8-hour NAAQS, the applicability of prevention of significant deterioration requirements, the control measures already in the SIP, and Federal control measures already in place will provide adequate assurance of maintenance over the 10-year maintenance period.

#### *C. Monitoring Network and Verification of Continued Attainment*

Monitored CO levels in the Grants Pass UGB steadily declined since monitoring began in the area in 1980. CO levels have declined significantly across the nation through motor vehicle emissions controls and fleet turnover to newer, cleaner vehicle models. As CO levels dropped and stayed low, Oregon requested to remove the Grants Pass CO monitor in 2006, and the EPA approved the request on October 19, 2006. ODEQ now uses an alternate method of verifying continued attainment with the CO standard.

ODEQ calculates CO emissions every three years as part of the Statewide Emissions Inventory and submits the data to the EPA for inclusion in the National Emissions Inventory (NEI). ODEQ commits to review the NEI estimates to identify any increases over the 2005 emission levels and source categories, and report on them in the annual network plan for the applicable year. Since on-road motor vehicles are the predominant source of carbon monoxide in Grants Pass (about 70%), this source category will be the primary focus of this review. ODEQ will annually calculate CO emissions and evaluate any increase in CO emissions to confirm it is not due to a change in emission calculation methodology, an exceptional event, or other factor not representative of an actual emissions increase. Recognizing there could be a

minor, insignificant emissions increase, for the purposes of triggering the Contingency Plan described below, an increase of five percent in either the total annual or season day emissions, or in the on-road mobile source category, represents a “significant” emission increase.

#### *D. Contingency Plan*

Section 175A(d) of the CAA requires that a maintenance plan include contingency provisions necessary to ensure prompt correction of any violations of the standard that may occur. In its April 22, 2015 submittal, the State of Oregon included the following contingency measures for this LMP:

1. If ODEQ’s three-year periodic review of CO emissions shows a significant increase in emissions, as described in Section 8 of this plan, ODEQ will then reestablish ambient CO monitoring in Grants Pass.
2. If the highest measured 8-hour CO concentration in a given year in Grants Pass exceeds the LMP eligibility level of 7.65 ppm (85 percent of the 8-hr standard), ODEQ will evaluate the cause of the CO increase. Within six months of the validated 7.65 ppm CO concentration, ODEQ will determine a schedule of selected strategies to either prevent or correct any violation of the 8-hour CO standard. The contingency strategies that will be considered include, but are not limited to:

- Improvements to parking and traffic circulation
- Aggressive signal retiming program
- Funding for transit
- Implementation of bicycle and pedestrian networks.

ODEQ (and the advisory group if needed) may also conduct further evaluation, to determine if other strategies are necessary.

3. If a violation of the CO standard occurs, in addition to step two above, ODEQ will replace the Best Available Control Technology (BACT) requirement for new and modified stationary sources with the Lowest Achievable Emission Rate (LAER) technology, and reinstate the requirement to offset any new CO emissions. Additional CO emission reduction measures will be considered, as needed.

#### **V. Transportation and General Conformity**

Federal transportation conformity rules (40 CFR parts 51 and 93) and general conformity rules (58 FR 63214, November 30, 1993) continue to apply under a LMP. However, as noted in the

LMP Option memo, these requirements are greatly simplified. An area under a LMP can demonstrate conformity without submitting an emissions budget, and as a result, emissions do not need to be capped nor a regional emissions analysis (including modeling) conducted. Grants Pass is currently meeting the requirements of 40 CFR parts 51 and 93.

In the June 24, 2015 adequacy finding for the Grants Pass CO LMP, the EPA determined that Grants Pass has met the criteria to be exempt from regional emissions analysis for CO. However, other transportation conformity requirements such as consultation, transportation control measures, and project level conformity requirements would continue to apply to the area. With approval of the LMP, the area continues to be exempt from performing a regional emissions analysis, but must meet project-level conformity analyses as well as the transportation conformity criteria mentioned above.

#### **VI. Final Action**

In accordance with the requirements of the CAA, the EPA is approving the CO LMP for Grants Pass, Oregon submitted by the State of Oregon on April 22, 2015 as a revision to the Oregon SIP. The State has adequately demonstrated that Grants Pass will maintain the CO NAAQS and meet the requirements of a LMP through the second 10-year maintenance period through 2025.

The EPA is publishing this action without prior proposal because the EPA views this as a noncontroversial amendment and anticipates no adverse comments. However, in the proposed rules section of this **Federal Register** publication, the EPA is publishing a separate document that will serve as the proposal to approve the SIP revision should adverse comments be filed. This rule will be effective September 28, 2015 without further notice unless the EPA receives adverse comments by August 27, 2015. If the EPA receives such comments, then the EPA will publish a timely withdrawal of the direct final rule informing the public that the rule will not take effect. All public comments received will then be addressed in a subsequent final rule based on the proposed rule. The EPA will not institute a second comment period on this rule. Any parties interested in commenting on this rule should do so at this time. If no such comments are received, the public is advised that this rule will be effective on September 28, 2015 and no further action will be taken on the proposed rule.



VII. Oregon Notice Provision

Oregon Revised Statute 468.126, prohibits ODEQ from imposing a penalty for violation of an air, water or solid waste permit, unless the source has been provided five days advanced written notice of the violation, and has not come into compliance or submitted a compliance schedule within that five-day period. By its terms, the statute does not apply to Oregon's Title V program or to any program if application of the notice provision would disqualify the program from Federal delegation. Oregon has previously confirmed that, because application of the notice provision would preclude EPA approval of the Oregon SIP, no advance notice is required for violation of SIP requirements.

VIII. Statutory and Executive Order Reviews

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

- Is not a "significant regulatory action" subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

- does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because this action does not involve technical standards; and
- does not provide the EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

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

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. The EPA will submit a report containing this action 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 CAA, petitions for judicial review of this

action must be filed in the United States Court of Appeals for the appropriate circuit by September 28, 2015. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review, nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. Parties with objections to this direct final rule are encouraged to file a comment in response to the parallel notice of proposed rulemaking for this action published in the proposed rules section of the **Federal Register**, rather than file an immediate petition for judicial review of this direct final rule, so that the EPA can withdraw this direct final rule and address the comment in the proposed rulemaking. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

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

Dated: July 8, 2015.  
Dennis J. McLerran,  
Regional Administrator, Region 10.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

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

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

Subpart MM—Oregon

- 2. Section 52.1970, paragraph (e), the table entitled "State of Oregon Air Quality Control Program" is amended by adding an entry after the existing entries under "Section 4" to read as follows:

§ 52.1970	Identification of plan.
* * *	* * *
(e) * * *	

STATE OF OREGON AIR QUALITY CONTROL PROGRAM

SIP citation	Title/subject	State effective date	EPA approval date	Explanation
*	*	*	*	*

Section 4



## STATE OF OREGON AIR QUALITY CONTROL PROGRAM—Continued

SIP citation	Title/subject	State effective date	EPA approval date	Explanation
*	* Grants Pass Second 10-Year Carbon Monoxide Limited Maintenance Plan.	* 4/16/2015	* 7/28/2015, [Insert <b>Federal Register</b> citation].	*
*	*	*	*	*

\* \* \* \* \*

[FR Doc. 2015-18220 Filed 7-27-15; 8:45 am]

BILLING CODE P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R04-OAR-2015-0260; FRL-9931-27-Region 4]

### Approval and Promulgation of Implementation Plans; North Carolina: Non-Interference Demonstration for Federal Low-Reid Vapor Pressure Requirement for Gaston and Mecklenburg Counties

**AGENCY:** Environmental Protection Agency.

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is approving the State of North Carolina's April 16, 2015, revision to its State Implementation Plan (SIP), submitted through the North Carolina Department of Environment and Natural Resources, Division of Air Quality (DAQ), in support of the State's request that EPA change the Federal Reid Vapor Pressure (RVP) requirements for Gaston and Mecklenburg Counties. This RVP-related SIP revision evaluates whether changing the Federal RVP requirements in these counties would interfere with the requirements of the Clean Air Act (CAA or Act). North Carolina's April 16, 2015, RVP-related SIP revision also updates the State's maintenance plan and the associated motor vehicle emissions budgets (MVEBs) related to its redesignation request for the North Carolina portion of the Charlotte-Rock Hill 2008 8-hour ozone nonattainment area (Charlotte Area) to reflect the requested change in the Federal RVP requirements. EPA has determined that North Carolina's April 16, 2015, RVP-related SIP revision is consistent with the applicable provisions of the CAA.

**DATES:** This rule is effective July 28, 2015.

**ADDRESSES:** EPA has established a docket for this action under Docket

Identification No. EPA-R04-OAR-2015-0260. All documents in the docket are listed on the [www.regulations.gov](http://www.regulations.gov) Web site. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through [www.regulations.gov](http://www.regulations.gov) or in hard copy at the Air Regulatory Management Section (formerly the Regulatory Development Section), Air Planning and Implementation Branch (formerly the Air Planning Branch), Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Richard Wong of the Air Regulatory Management Section, in the Air Planning and Implementation Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303-8960. Mr. Wong may be reached by phone at (404) 562-8726 or via electronic mail at [wong.richard@epa.gov](mailto:wong.richard@epa.gov).

#### SUPPLEMENTARY INFORMATION:

#### I. What is the background for this final action?

On May 21, 2012, EPA designated and classified areas for the 2008 8-hour ozone NAAQS that was promulgated on March 27, 2008, as unclassifiable/attainment or nonattainment for the new 8-hour ozone NAAQS. *See* 77 FR 30088. The Charlotte Area was designated as nonattainment for the 2008 8-hour ozone NAAQS with a design value of 0.079 ppm. On April 16, 2015, DAQ submitted a redesignation request and

maintenance plan for the North Carolina portion of the Charlotte Area for EPA's approval. In that submittal, the State included a maintenance demonstration that estimates emissions using a 7.8 psi RVP requirement for Gaston and Mecklenburg Counties for the 2008 8-hour ozone redesignation request and maintenance plan. EPA proposed action on the aforementioned redesignation request and maintenance plan in a **Federal Register** document published on May 21, 2015. *See* 80 FR 29250. The final rule approving the State's redesignation request and maintenance plan was signed on July 17, 2015. The State, in conjunction with its request to redesignate the North Carolina portion of the Charlotte Area to attainment, is also requesting a change of the Federal RVP requirement from 7.8 psi to 9.0 psi.

On April 16, 2015, to support its request for EPA to change the Federal RVP requirement for Gaston and Mecklenburg Counties, DAQ submitted a SIP revision that contains a noninterference demonstration that included modeling assuming 9.0 psi for RVP for Gaston and Mecklenburg Counties and that updates the maintenance plan submission and associated MVEBs for the North Carolina portion of the Charlotte Area. In a notice of proposed rulemaking (NPR) published on May 21, 2015, EPA proposed to approve the State's noninterference demonstration and the updates to its maintenance plan and the associated MVEBs related to the State's redesignation request for the North Carolina portion of the Charlotte Area, contingent upon EPA approval of North Carolina's redesignation request and maintenance plan for the North Carolina portion of the Charlotte Area. *See* 80 FR 29230. The details of North Carolina's submittal and the rationale for EPA's actions are explained in the NPR. EPA did not receive any comments on the proposed action.

#### II. Final Action

EPA is taking final action to approve the State of North Carolina's noninterference demonstration, submitted on April 16, 2015, in support of the State's request that EPA change





TABLE 2—ATTAINMENT, MAINTENANCE, AND OTHER PLANS

Name of SIP provision	Applicable geographic or nonattainment area	State submittal date	EPA approval date	Comments
		110(a)(2) Infrastructure and Interstate Transport		
Interstate Transport for the 2006 24-hour PM <sub>2.5</sub> NAAQS.	Statewide	5/11/15	7/30/15 [Insert <i>Federal Register</i> citation]	This action addresses 110(a)(2)(D)(i)(I).

[FR Doc. 2015–18611 Filed 7–29–15; 8:45 am]  
BILLING CODE 6560–50–P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA–R10–OAR–2015–0323; FRL–9931–16–Region 10]

### Approval and Promulgation of Implementation Plans; Oregon: Grants Pass Second 10-Year PM<sub>10</sub> Limited Maintenance Plan

**AGENCY:** Environmental Protection Agency.

**ACTION:** Direct final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is approving a limited maintenance plan submitted by the State of Oregon on April 22, 2015, for the Grants Pass area for particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM<sub>10</sub>). The plan explains how this area will continue to meet the PM<sub>10</sub> National Ambient Air Quality Standard for a second 10-year period through 2025.

**DATES:** This rule is effective on September 28, 2015, without further notice, unless the EPA receives adverse comment by August 31, 2015. If the EPA receives adverse comment, we will publish a timely withdrawal in the *Federal Register* informing the public that the rule will not take effect.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA–R10–OAR–2015–0323, by any of the following methods:

- *www.regulations.gov*: Follow the on-line instructions for submitting comments.
- *Email*: [edmondson.lucy@epa.gov](mailto:edmondson.lucy@epa.gov).
- *Mail*: Lucy Edmondson, EPA Region 10, Office of Air, Waste and Toxics, AWT–150, 1200 Sixth Avenue, Suite 900, Seattle, WA 98101.
- *Hand Delivery/Courier*: EPA Region 10, 1200 Sixth Avenue, Suite 900,

Seattle, WA 98101. Attention: Lucy Edmondson, Office of Air, Waste and Toxics, AWT–150. Such deliveries are only accepted during normal hours of operation, and special arrangements should be made for deliveries of boxed information.

**Instructions:** Direct your comments to Docket ID No. EPA–R10–OAR–2015–0323. The EPA’s policy is that all comments received will be included in the public docket without change and may be made available online at [www.regulations.gov](http://www.regulations.gov), including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through [www.regulations.gov](http://www.regulations.gov) or email. The [www.regulations.gov](http://www.regulations.gov) Web site is an “anonymous access” system, which means the EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to the EPA without going through [www.regulations.gov](http://www.regulations.gov), your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, the EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD–ROM you submit. If the EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, the EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

**Docket:** All documents in the docket are listed in the [www.regulations.gov](http://www.regulations.gov) index. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute.

Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy. Publicly available docket materials are available either electronically in [www.regulations.gov](http://www.regulations.gov) or in hard copy during normal business hours at the Office of Air, Waste and Toxics, EPA Region 10, 1200 Sixth Avenue, Seattle, WA 98101.

**FOR FURTHER INFORMATION CONTACT:** Lucy Edmondson (360) 753–9082, [edmondson.lucy@epa.gov](mailto:edmondson.lucy@epa.gov), or by using the above EPA, Region 10 address.

**SUPPLEMENTARY INFORMATION:** Throughout this document, wherever “we”, “us” or “our” are used, it is intended to refer to the EPA.

### Table of Contents

- I. This Action
- II. Background
- III. Public and Stakeholder Involvement in Rulemaking Process
- IV. The Limited Maintenance Plan Option for PM<sub>10</sub> Areas
  - A. Requirements for the Limited Maintenance Plan Option
  - B. Conformity Under the Limited Maintenance Plan Option
- V. Review of the State’s Submittal
  - A. Has the State demonstrated that Grants Pass qualifies for the limited maintenance plan option?
  - B. Does the State have an approved attainment emissions inventory?
  - C. Does the limited Maintenance plan include an assurance of continued operation of an appropriate EPA–approved air quality monitoring network, in accordance with 40 CFR part 58?
  - D. Does the plan meet the Clean Air Act requirements for contingency provisions?
  - E. Has the State met conformity requirements?
- VI. Oregon Notice Provision
- VII. Statutory and Executive Order Reviews

### I. This Action

The EPA is approving the limited maintenance plan submitted by the State of Oregon (the State) on April 22, 2015, for the Grants Pass Urban Growth



Boundary. The plan addresses maintenance of the PM<sub>10</sub> National Ambient Air Quality Standard for a second 10-year period through 2025.

## II. Background

The EPA identified the Grants Pass, Oregon, Urban Growth Boundary as a "Group I" area of concern due to measured violations of the newly promulgated 24-hour PM<sub>10</sub> National Ambient Air Quality Standard (NAAQS) on August 7, 1987 (52 FR 29383). On November 15, 1990, the Clean Air Act (CAA) Amendments under section 107(d)(4)(B), designated Grants Pass Group I area as nonattainment for PM<sub>10</sub> by operation of law. The EPA published a **Federal Register** document announcing all areas designated nonattainment for PM<sub>10</sub> on March 15, 1991 (56 FR 11101). The Oregon Department of Environmental Quality (ODEQ) worked with the community of Grants Pass to develop a plan for attainment of the PM<sub>10</sub> NAAQS. Control measures focused on reducing smoke emissions with PM<sub>10</sub> control measures for wood stoves, open forestry burning, as well as industrial growth controls and other strategies. The EPA proposed approval of the plan on March 10, 1993 (58 FR 13230), and approved it on December 17, 1993 (58 FR 65934). On November 5, 1999, Oregon submitted a complete rule renumbering and relabeling package to the EPA for approval into the SIP. On January 22, 2003, the EPA approved the recodified version of Oregon's rules to remove and replace the outdated numbering system (68 FR 2891). The EPA approved ODEQ's maintenance plan to ensure continued compliance with the PM<sub>10</sub> NAAQS for ten years on October 27, 2003 (68 FR 61111).

In addition to approving ODEQ's maintenance plan for the area, the EPA also approved ODEQ's request to redesignate the Grants Pass nonattainment area to attainment on October 27, 2003 (68 FR 61111). The purpose of the submitted limited maintenance plan is to fulfill the second 10-year planning requirement of CAA section 175A(b) to ensure compliance through 2025.

## III. Public and Stakeholder Involvement in Rulemaking Process

Section 110(a)(2) of the CAA requires that each SIP revision offer a reasonable opportunity for notice and public hearing. This must occur prior to the revision being submitted by the State to the EPA. The State provided notice and an opportunity for public comment from December 16, 2014 until January 26, 2015 with no comments received. ODEQ

also held a public hearing on January 22, 2015 in Grants Pass. This SIP revision was submitted by the Governor's designee and was received by the EPA on April 22, 2015. The EPA evaluated ODEQ's submittal and determined that the State met the requirements for reasonable notice and public hearing under section 110(a)(2) of the CAA.

## IV. The Limited Maintenance Plan Option for PM<sub>10</sub> Areas

### A. Requirements for the Limited Maintenance Plan Option

On August 9, 2001, the EPA issued guidance on streamlined maintenance plan provisions for certain moderate PM<sub>10</sub> nonattainment areas (Memo from Lydia Wegman, Director, Air Quality Standards and Strategies Division, entitled "Limited Maintenance Plan Option for Moderate PM<sub>10</sub> Nonattainment Areas" (limited maintenance plan option memo). The limited maintenance plan option memo contains a statistical demonstration that areas meeting certain air quality criteria will, with a high degree of probability, maintain the standard ten years into the future. Thus, the EPA provided the maintenance demonstration for areas meeting the criteria outlined in the memo. It follows that future year emission inventories for these areas, and some of the standard analyses to determine transportation conformity with the SIP, are no longer necessary.

To qualify for the limited maintenance plan option, the State must demonstrate the area meets the criteria described below. First, the area should have attained the PM<sub>10</sub> NAAQS. Second, the most recent five years of air quality data at all monitors in the area, called the 24-hour average design value, should be at or below 98 µg/m<sup>3</sup>. Third, the State should expect only limited growth in on-road motor vehicle PM<sub>10</sub> emissions (including fugitive dust) and should have passed a motor vehicle regional emissions analysis test. Lastly, the memo identifies core provisions that must be included in all limited maintenance plans. These provisions include an attainment year emissions inventory, assurance of continued operation of an EPA-approved air quality monitoring network, and contingency provisions.

### B. Conformity Under the Limited Maintenance Plan Option

The transportation conformity rule and the general conformity rule (40 CFR parts 51 and 93) apply to nonattainment areas and areas covered by an approved maintenance plan. Under either

conformity rule, an acceptable method of demonstrating a Federal action conforms to the applicable SIP is to demonstrate that expected emissions from the planned action are consistent with the emissions budget for the area.

While qualification for the limited maintenance plan option does not exempt an area from the need to affirm conformity, conformity may be demonstrated without submitting an emissions budget. Under the limited maintenance plan option, emissions budgets are treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that the qualifying areas would experience so much growth in the period that a violation of the PM<sub>10</sub> NAAQS would result. For transportation conformity purposes, the EPA would conclude that emissions in these areas need not be capped for the maintenance period and therefore a regional emissions analysis would not be required. Similarly, Federal actions subject to the general conformity rule could be considered to satisfy the "budget test" specified in 40 CFR 93.158(a)(5)(i)(A) for the same reasons that the budgets are essentially considered to be unlimited.

## V. Review of the State's Submittal

### A. Has the State demonstrated that Grants Pass qualifies for the limited maintenance plan option?

As discussed above, the limited maintenance plan option memo outlines the requirements for an area to qualify. First, the area should be attaining the NAAQS. The EPA determined the Grants Pass area attained the PM<sub>10</sub> NAAQS based on monitoring data from 1988 through 1990 and approved the State's maintenance plan and request to redesignate the area from nonattainment to attainment on October 27, 2003 (68 FR 61111). The area has been in continued compliance with the PM<sub>10</sub> NAAQS since that time.

Second, the average design value for the past five years of monitoring data must be at or below the critical design value of 98 µg/m<sup>3</sup> for the 24-hour PM<sub>10</sub> NAAQS. The critical design value is a margin of safety in which an area has a one in ten probability of exceeding the NAAQS. Using the most recently available Federal Reference Method (FRM) monitoring data for the years 2004–2008, the State's analysis demonstrated that Grants Pass average design value was 49 µg/m<sup>3</sup>, well below the 98 µg/m<sup>3</sup> threshold. An FRM monitor is one that has been approved by the EPA under 40 CFR part 58 to measure compliance with the NAAQS.



As discussed later in this proposal, ODEQ also calculated average design values using a linear regression analysis technique for the period 2009 to 2013. This more recent monitoring data shows that PM<sub>10</sub> levels continue to be well below the standard with an average design value of 49 µg/m<sup>3</sup>. The EPA reviewed the data provided by ODEQ and finds that Grants Pass meets the design value criteria outlined in the limited maintenance plan option memo.

Third, the area must meet the motor vehicle regional emissions analysis test described in attachment B of the limited maintenance plan option memo. ODEQ submitted an analysis showing that growth in on-road mobile PM<sub>10</sub> emissions sources was minimal and would not threaten the assumption of maintenance that underlies the limited maintenance plan policy. Using the EPA's methodology, ODEQ calculated a regional emissions analysis margin of safety of 52 µg/m<sup>3</sup>, easily meeting the threshold of 98 µg/m<sup>3</sup>. The EPA reviewed the calculations in the State's limited maintenance plan submittal and concurs with this conclusion.

Lastly, the limited maintenance plan option memo requires all controls relied on to demonstrate attainment remain in place for the area to qualify. The area's first 10-year maintenance plan relied on measures addressing residential wood combustion, open burning, road dust from motor vehicles and a major new source review program for industry. EPA approved the rules into the SIP on October 27, 2003 (68 FR 61111).

As described above, Grants Pass meets the qualification criteria set forth in the limited maintenance plan option memo. Under the limited maintenance plan option, the State will be expected to determine on an annual basis that the criteria are still being met. If the State determines that the limited maintenance plan criteria are not being met, it should take action to reduce PM<sub>10</sub> concentrations enough to requalify. One possible approach the State could take is to implement contingency measures. Section V. I. provides a description of contingency provisions included as part of the limited maintenance plan submittal.

*B. Does the State have an approved attainment emissions inventory?*

Pursuant to the limited maintenance plan option memo, the State's approved attainment plan should include an emissions inventory which can be used to demonstrate attainment of the NAAQS. The inventory should represent emissions during the same five-year period associated with air quality data used to determine whether

the area meets the applicability requirements of the limited maintenance plan option.

ODEQ's Grants Pass limited maintenance plan submittal includes an emissions inventory based on EPA's 2011 National Emissions Inventory (NEI) data for Josephine County. The 2011 base year represents the most recent emissions inventory data available and is consistent with the data used to determine applicability of the limited maintenance plan option. This approach is also consistent with the 1993 emission inventory developed for the first maintenance plan. Historically, exceedances of the 24-hr PM<sub>10</sub> standard in Grants Pass have occurred during the winter months, between November 1 and the end of February. As such, in addition to annual emissions, typical season day and worst-case season day emissions are included in the inventory. The term "worst-case day" describes the maximum activity/emissions that have occurred or could occur on a season day, for each emissions source. Worst-case day emissions are summed for all sources/categories, i.e. assumed to occur on the same day. This assumption is the basis for what would be needed to cause an exceedance of the 24-hr standard. The unit of measure for annual emissions is in tons per year (tpy), while the unit of measure for season day emissions is in pounds per day (lb/day). In addition, the county-wide emissions inventory data was spatially allocated to the Grants Pass Urban Growth Boundary, and to buffers around the boundary or monitor, depending on emissions category.

The submitted emissions inventory included the following categories: permitted point sources, area sources (including open burning, small stationary fossil fuel combustion, residential wood combustion, wildfires and prescribed burning, fugitive dust), nonroad (aircraft and airport related, locomotives, marine vessels, nonroad vehicles and equipment), and onroad mobile (exhaust/brake/tire, re-entrained road dust). The EPA has reviewed the emissions inventory data and methodology and finds that the data support ODEQ's conclusion that the control measures contained in the original attainment plan will continue to protect and maintain the PM<sub>10</sub> NAAQS.

*C. Does the limited maintenance plan include an assurance of continued operation of an appropriate EPA-approved air quality monitoring network, in accordance with 40 CFR Part 58?*

The state of Oregon began monitoring in the Grants Pass area in 1987, with many changes to the monitoring technology and requirements since. From 2006 through 2008, the State collocated a PM<sub>2.5</sub> monitor with the existing PM<sub>10</sub> Federal Reference Method (FRM) monitor to establish correlation data and confirm that PM<sub>10</sub> levels could be accurately predicted using PM<sub>2.5</sub> concentrations for the areas. Due to the high level of correlation between the PM<sub>2.5</sub> and PM<sub>10</sub> monitors, ODEQ developed a report on their findings and asserted that PM<sub>2.5</sub> monitoring was an accurate predictor of PM<sub>10</sub> levels for purposes of determining continued maintenance of the PM<sub>10</sub> standard in Grants Pass, and asked to discontinue the PM<sub>10</sub> monitor. EPA approved this request in the Annual Network Plan Approval letter, dated January 6, 2012. Both the ODEQ report and the EPA approval letter are included in the materials of this docket.

A full description of the correlation data and the estimation model is included in the State's submittal. The EPA is approving the use of PM<sub>2.5</sub> monitoring data to estimate PM<sub>10</sub> concentrations for the second 10-year maintenance plan period in Grants Pass and finds that it meets the relevant requirements at 40 CFR 58.14(c). This estimation method is a reproducible approach to representing air quality in the area, and the area continues to meet the applicable Appendix D requirements evaluated as part of the annual network approval process.

In order to continue to qualify for the limited maintenance plan option, the State must calculate the PM<sub>10</sub> design value estimate annually from PM<sub>2.5</sub> monitoring data to confirm the area continues to meet the PM<sub>10</sub> NAAQS.

*D. Does the plan meet the Clean Air Act requirements for contingency provisions?*

CAA section 175A states that a maintenance plan must include contingency provisions, as necessary, to ensure prompt correction of any violation of the NAAQS which may occur after redesignation of the area to attainment. The first Grants Pass maintenance plan contained contingency measures that would be implemented under two scenarios—if the official PM<sub>10</sub> monitor registers a value of 120 µg/m<sup>3</sup> or higher, or if a



violation of the 24-hr PM<sub>10</sub> standard were to occur. These two contingency scenarios are continued under the limited maintenance plan.

## E. Has the State met conformity requirements?

### (1) Transportation Conformity

Under the limited maintenance plan option, emissions budgets are treated as essentially not constraining for the maintenance period because it is unreasonable to expect that qualifying areas would experience so much growth in that period that a NAAQS violation would result. While areas with maintenance plans approved under the limited maintenance plan option are not subject to the budget test, the areas remain subject to the other transportation conformity requirements of 40 CFR part 93, subpart A. Thus, the metropolitan planning organization (MPO) in the area or the State must document and ensure that:

(a) Transportation plans and projects provide for timely implementation of SIP transportation control measures (TCMs) in accordance with 40 CFR 93.113;

(b) transportation plans and projects comply with the fiscal constraint element as set forth in 40 CFR 93.108;

(c) the MPO's interagency consultation procedures meet the applicable requirements of 40 CFR 93.105;

(d) conformity of transportation plans is determined no less frequently than every three years, and conformity of plan amendments and transportation projects is demonstrated in accordance with the timing requirements specified in 40 CFR 93.104;

(e) the latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111;

(f) projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations, in accordance with procedures specified in 40 CFR 93.123; and

(g) project sponsors and/or operators provide written commitments as specified in 40 CFR 93.125.

In the June 24, 2015 adequacy finding for the Grants Pass PM<sub>10</sub> limited maintenance plan, EPA determined that Grants Pass met the criteria to be exempt from regional emissions analysis for PM<sub>10</sub>. However, other transportation conformity requirements such as consultation, transportation control measures, and project level conformity requirements would continue to apply to the area. With approval of the LMP, the area continues to be exempt from

performing a regional emissions analysis but must meet project-level conformity analyses as well as the transportation conformity criteria mentioned above.

Upon approval of the Grants Pass PM<sub>10</sub> limited maintenance plan, the area is exempt from performing a regional emissions analysis, but must meet project-level conformity analyses as well as the transportation conformity criteria mentioned above.

### (2) General Conformity

For Federal actions required to address the specific requirements of the general conformity rule, one set of requirements applies particularly to ensuring that emissions from the action will not cause or contribute to new violations of the NAAQS, exacerbate current violations, or delay timely attainment. One way that this requirement can be met is to demonstrate that the total of direct and indirect emissions from the action (or portion thereof) is determined and documented by the state agency primarily responsible for the applicable SIP to result in a level of emissions which, together with all other emissions in the nonattainment area, would not exceed the emissions budgets specified in the applicable SIP (see 40 CFR 93.158(a)(5)(i)(A)).

The decision about whether to include specific allocations of allowable emissions increases to sources is one made by the State air quality agencies. These emissions budgets are different than those used in transportation conformity. Emissions budgets in transportation conformity are required to limit and restrain emissions. Emissions budgets in general conformity allow increases in emissions up to specified levels. The State has not chosen to include specific emissions allocations for Federal projects that would be subject to the provisions of general conformity.

## VI. Oregon Notice Provision

Oregon Revised Statute 468.126, prohibits ODEQ from imposing a penalty for violation of an air, water or solid waste permit, unless the source has been provided five days advanced written notice of the violation, and has not come into compliance or submitted a compliance schedule within that five-day period. By its terms, the statute does not apply to Oregon's Title V program, or to any program if application of the notice provision would disqualify the program from Federal delegation. Oregon has previously confirmed that, because application of the notice provision would preclude EPA approval

of the Oregon SIP, no advance notice is required for violation of SIP requirements.

## VII. Statutory and Executive Order Reviews

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

- Is not a "significant regulatory action" subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);

- does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);

- is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);

- does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

- does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

- is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

- is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

- is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because this action does not involve technical standards; and

- does not provide the EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where the EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian



country, the rule does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

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. The EPA will submit a report containing this action 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 CAA, petitions for judicial review of this

action must be filed in the United States Court of Appeals for the appropriate circuit by September 28, 2015. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review, nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. Parties with objections to this direct final rule are encouraged to file a comment in response to the parallel notice of proposed rulemaking for this action published in the proposed rules section of the **Federal Register**, rather than file an immediate petition for judicial review of this direct final rule, so that the EPA can withdraw this direct final rule and address the comment in the proposed rulemaking. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

**List of Subjects in 40 CFR Part 52**

Environmental protection, Air pollution control, Incorporation by

reference, Particulate matter, Reporting and recordkeeping requirements.

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

**Dated:** July 8, 2015.

**Dennis J. McLerran,**  
*Regional Administrator, Region 10.*

40 CFR part 52 is amended as follows:

**PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS**

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

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

**Subpart MM—Oregon**

■ 2. In § 52.1970, paragraph (e), the table entitled "State of Oregon Air Quality Control Program" is amended by adding a new entry for "Section 4" to read as follows:

**§ 52.1970 Identification of plan.**

\* \* \* \* \*  
(e) \* \* \*

**STATE OF OREGON AIR QUALITY CONTROL PROGRAM**

SIP citation	Title/subject	State effective date	EPA approval date	Explanations
* * *	* * *	* * *	* * *	* * *
Section 4 .....	Grants Pass Second 10-Year PM <sub>10</sub> Limited Maintenance Plan.	4/16/2015	7/30/2015 .....	[Insert <b>Federal Register</b> citation].
* * *	* * *	* * *	* * *	* * *

\* \* \* \* \*  
[FR Doc. 2015–18354 Filed 7–29–15; 8:45 am]  
**BILLING CODE 6560–50-P**

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 180**

**[EPA–HQ–OPP–2014–0889; FRL–9929–74]**

**Zeta-Cypermethrin; Pesticide Tolerances**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** This regulation amends the tolerances for residues of zeta-cypermethrin in or on corn, field, forage; corn, field, stover; and corn, pop, stover. FMC Corporation requested these tolerances under the Federal Food, Drug, and Cosmetic Act (FFDCA).

**DATES:** This regulation is effective July 30, 2015. Objections and requests for hearings must be received on or before September 28, 2015, and must be filed in accordance with the instructions provided in 40 CFR part 178 (see also Unit I.C. of the **SUPPLEMENTARY INFORMATION**).

**ADDRESSES:** The docket for this action, identified by docket identification (ID) number EPA–HQ–OPP–2014–0889, is available at <http://www.regulations.gov> or at the Office of Pesticide Programs Regulatory Public Docket (OPP Docket) in the Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW., Washington, DC 20460–0001. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OPP

Docket is (703) 305–5805. Please review the visitor instructions and additional information available at the docket available at <http://www.epa.gov/dockets>.

**FOR FURTHER INFORMATION CONTACT:** Susan Lewis, Registration Division (7505P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460–0001; main telephone number: (703) 305–7090; email address: [RDPRNotices@epa.gov](mailto:RDPRNotices@epa.gov).

**SUPPLEMENTARY INFORMATION:**

**I. General Information**

**A. Does this action apply to me?**

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. The following list of North American Industrial Classification System (NAICS) codes is not intended to be exhaustive, but rather provides a guide to help readers



MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION

# UNIFIED PLANNING WORK PROGRAM

2023-2024

May 18, 2023

***MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION***  
**REGIONAL      TRANSPORTATION      PLANNING**

*Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation*

Page left intentionally blank

**Resolution 2023-01**

**Middle Rogue Metropolitan Planning Organization - Policy Committee  
Adoption of the FY 2023-24 Unified Planning Work Program**

**Whereas**, the Middle Rogue Metropolitan Planning Organization was formed in 2013 to coordinate transportation planning in the greater Grants Pass area; and

**Whereas**, the Middle Rogue Metropolitan Planning Organization Policy Committee is a designated committee of the Rogue Valley Council of Governments; and

**Whereas**, the Middle Rogue Metropolitan Planning Organization must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures; and

**Whereas**, the Policy Committee oversees Transportation Planning Activities for the Middle Rogue Metropolitan Planning Organization; and

**Whereas**, the Middle Rogue Metropolitan Planning Organization Policy Committee did review and comment on the UPWP for Fiscal Year 2023-24 in May of 2023; and

**Whereas**, the MRMPO held a 30-day public comment period and public hearing to secure input and comment on the adoption of the FY 2023-24 UPWP.

**NOW THEREFORE, BE IT RESOLVED BY THE MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE:**

That the MRMPO Policy Committee has reviewed and accepted the recommendations of MPO Staff and the Technical Advisory Committee; and

That, with the adoption of this resolution, the MRMPO Policy Committee formally adopts the 2023-2024 Unified Planning Work Program on this the 18<sup>th</sup> day of May 2023.

---

Valerie Lovelace  
MRMPO Policy Committee Chair

**Middle Rogue  
Metropolitan Planning  
Organization**

**Policy Committee**

Melia Biedscheid	City of Gold Hill
Rick Riker	City of Grants Pass
Valerie Lovelace, Chair	City of Grants Pass
Pam VanArsdale, Vice-Chair	City of Rogue River
Rick Dyer	Jackson County
Dan DeYoung	Josephine County
Robert Brandes	Josephine County
Mike Baker	ODOT

**Technical Advisory  
Committee**

Adam Hanks	City of Gold Hill
Shelly Stichter	City of Grants Pass
Wade Elliott	City of Grants Pass
Michael Bollweg	City of Rogue River
Ryan Nolan	City of Rogue River
Josh LeBombard	DLCD
James Philp, Vice-Chair	Jackson County
Scott Chancey	Josephine Community Transit
Neil Burgess, Chair	Josephine County
Justin Shoemaker	ODOT
Ian Horlacher	ODOT

*Non-voting Members:*

FHWA	Jasmine Harris
MRMPO (staff)	Karl Welzenbach

**Citizens Advisory  
Committee**

David West	City of Grants Pass
Judy Garrett	City of Grants Pass
Fred Saunders, Vice-Chair	Josephine County
Dick Converse	Josephine County
Lesley Orr	Active Transportation
Trent Carpenter	Freight
Vacant	Mass Transit



## Table of Contents

<b>Purpose of Federal Metropolitan Planning .....</b>	<b>1</b>
<b>Overview .....</b>	<b>2</b>
<b>Role of the Rogue Valley Council of Governments.....</b>	<b>2</b>
<b>Organizational Structure of MRMPO .....</b>	<b>3</b>
<b>Regional Transportation Priorities for Fiscal Year 2023-24 .....</b>	<b>5</b>
<b>Status of Core Planning Documents.....</b>	<b>5</b>
<b>Summary of Projected UPWP Deliverables and Products .....</b>	<b>6</b>
<b>Funding for MRMPO Planning.....</b>	<b>7</b>
<b>The UPWP, Title VI and Environmental Justice.....</b>	<b>8</b>
<b>PART I – Federally-funded program, MRMPO Responsibilities</b>	
<b>Task 1.0 Program Management .....</b>	<b>10</b>
1.1 <i>Office and Personnel Management; Fiscal and Grant Administration</i>	
1.2 <i>UPWP Development and Management Process</i>	
1.3 <i>Public Education and Participation</i>	
<b>Task 2.0 Short Range Planning .....</b>	<b>15</b>
2.1 <i>Transportation Improvement Program (TIP) Activities</i>	
2.2 <i>Air Quality Conformity/SIP Implementation</i>	
2.3 <i>Local Jurisdiction Coordination &amp; Technical Assistance</i>	
2.4 <i>Surface Transportation Block Grant (STBG) Program and Congestion Mitigation             and Air Quality (CMAQ) Program Management</i>	
2.5 <i>Performance Measures Implementation and State and Federal Partner Coordination</i>	
<b>Task 3.0 Long Range Planning.....</b>	<b>19</b>
3.1 <i>ITS Coordination</i>	
3.2 <i>RTP Maintenance &amp; Development</i>	
<b>Task 4.0 Data Collection/Analysis, Travel Demand Modeling &amp; Model Maint. ....</b>	<b>21</b>
4.1 <i>Research &amp; Analysis Program</i>	
4.2 <i>Data Collection/Analysis for Title VI/Environmental Justice</i>	
<b>Task 5.0 Transit.....</b>	<b>23</b>
<b>Task 6.0 Special Studies.....</b>	<b>23</b>
<b>Budget Summary .....</b>	<b>24</b>

## **Exhibits**

**Exhibit A: Map of MRMPO Transportation Planning Area .....25**

**Exhibit B: MRMPO Designation Resolution .....26**

**PART II – RVCOG Transportation Planning Functions ..... 27**

**Task 7.0 Support to ODOT Region 3 .....27**  
*RVACT Staff Support*

**PART III – Oregon Department of Transportation Planning Projects.....28**

**Transportation Planning Acronyms .....29**



# **The Middle Rogue Metropolitan Planning Organization**

## **Unified Planning Work Program**

### **Fiscal Year 2023-24**

#### **Introduction**

The Unified Planning Work Program (UPWP) is the federally required program budget for the MRMPO. This document identifies the amount of federal planning funds received by the MPO, any State Planning and Research (SPR) funds that the Oregon Department of Transportation (ODOT) intends to expend in the MPO area during the next Fiscal Year, and any local funds that might be used.

Each year the MPO receives two types of federal funds to assist with the administration, equipment purchases (computers, software, etc.) and all planning activities to be undertaken in the upcoming fiscal year. From the Federal Highway Administration (FHWA) the MPO receives PL funds and from the Federal Transit Administration (FTA) the MPO receives Section 5303 funds. While these are federal funds, they are distributed to the MPOs by the state DOT. Technically there is no distinction between the two funding sources with one exception: Section 5303 funds require a local match. It should be noted that almost all federal funds require a match of non-federal funds. For the MPOs, ODOT matches the PL funds but does not provide the match for Section 5303 funds therefore it's incumbent on each MPO to provide a local match for the Section 5303 funds. Federal funds may be matched in several ways one of which is by providing "in-kind" services.

#### **Derivation of In-Kind Services**

This MPO provides, through its committee attendance, in-kind match for the FTA funds. The MPO has three standing committees: the Technical Advisory Committee (TAC); the Citizen Advisory Committee (CAC); and the Policy Committee (PC). The Technical Advisory Committee consists of two members from each of the member jurisdictions: a planner and an engineer/public works individual. Each year RVCOG staff surveys its member local governments to identify the "loaded rate" of the staff that participate MPO's TAC. In-kind is assessed by multiplying the members' loaded rate times each hour (or portion thereof) that the TAC meets for each month. The same calculation is undertaken for both the Citizen Advisory Committee and for the Policy Committee but in these cases the RVCOG assumes a loaded rate of \$16/hr. per member.

#### **Purpose of Federal Metropolitan Planning**

To improve regional transportation planning and give communities a stronger voice in addressing transportation concerns while avoiding duplication of planning efforts, the U.S. Department of Transportation (USDOT) has established policy guidelines to: 1) integrate modal planning at the metropolitan level; 2) achieve intermodal planning and coordination, and 3) relate these activities to comprehensive planning. The current transportation act, Infrastructure Investment and Jobs Act (The IJA), signed on November 15, 2021, maintains the support for planning elements that should be considered by the MPO's planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm-water impacts of surface transportation; and
11. Enhance travel and tourism.

Pursuant to federal, state and local guidance, the Middle Rogue Metropolitan Planning Organization's (MRMPO) 2023-24 UPWP identifies all transportation and related planning activities that will be undertaken by the MRMPO during the project year from July 1, 2023, to June 30, 2024. The work program was developed to serve these specific objectives:

1. Define work activities to meet the needs of local, state, and federal agencies in accordance with applicable transportation requirements;
2. Identify funding sources for work to be completed;
3. Coordinate work activities and relationships (both internal and external); and
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

## **2023-2024 UPWP Overview**

The Unified Planning Work Program (UPWP) is adopted by the MRMPO Policy Committee and incorporates all transportation planning and supporting comprehensive planning activities in the Grants Pass Metropolitan Area by the Middle Rogue Metropolitan Planning Organization during the state fiscal year 2024<sup>1</sup> and serves as a means to satisfy 23 *CFR* 450.308. It identifies work proposed by major activity and task and includes summary details about expected products. Funding for all projects is identified. The UPWP is intended to provide a framework for the coordination of transportation planning efforts for and within the region. It may be amended by the Policy Committee as needed to reflect changes in work tasks and funding. The amendment process is similar to the adoption process, in that public and agency comment is sought and a public hearing held prior to Policy Committee action.

This plan consists of three parts: Part I, Tasks 1 through 5, represent the federally mandated and federally funded portion of the program to be fulfilled by the MRMPO, plus state and locally funded work to fulfill state as well as federal requirements; and Part II, Task 6, which details additional work that is not federally mandated and is funded by carry-over funds as well as other sources. Part III covers ODOT planning projects within the MRMPO planning area that the agency expects to occur during the fiscal year.

## **Role of Rogue Valley Council of Governments (RVCOG)**

RVCOG is an association of local governments that provides a forum for coordinated problem solving and regional planning for Jackson and Josephine Counties. Membership in RVCOG is strictly voluntary; the COG has received active participation from local jurisdictions in the Jackson/Josephine region for many years. RVCOG's mission is "*to be a catalyst to promote quality*

---

<sup>1</sup> The State of Oregon fiscal year runs from July 1<sup>st</sup> to June 30<sup>th</sup> and is the functional year for the UPWP. It is numbered according to its second half i.e. the year beginning July 1, 2023 is numbered FY 2024. The MRMPO fiscal year is the same. The federal fiscal year 2024 begins October 1, 2023 and runs through September 30, 2024.

*of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon."*

The UPWP builds upon the RVCOG's mission by linking regional land use concerns, transportation priorities, transit opportunities, environmental concerns, and economic development; to enhance the quality of life in the region. Transportation planning in Southern Oregon is a multi-jurisdictional and multi-faceted process that defines the best vision and planning mechanism for the region. RVCOG addresses the needs of both the local agencies and those specifically related to the MRMPO geographic area. Another area of particular interest for the RVCOG and its Transportation Planning Program in the two-county area includes staff support for the Rogue Valley Area Commission on Transportation (RVACT).

### **Organizational Structure of MRMPO**

On March 20, 2013, the Governor of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the MPO for the Grants Pass Urbanized Area. On March 27, 2013, the RVCOG Board of Directors delegated the responsibility of conducting continuing, cooperative and comprehensive transportation planning for the Grants Pass Urbanized Area to the Middle Rogue Metropolitan Planning Organization (MRMPO) Policy Committee. As designated, the MRMPO includes the cities of Gold Hill, Grants Pass, Rogue River, and adjacent parts of Jackson and Josephine Counties which are within the planning boundary, and the Oregon Department of Transportation.

The MRMPO planning boundary and Air Quality Maintenance Areas (AQMAs) are shown on the planning area map, Exhibit A. Federal and state legislation for MPOs can generally be summarized as follows:

- Develop and maintain a long-range Regional Transportation Plan (RTP).
- Develop and maintain a short-range project programming document, the Transportation Improvement Program (TIP).
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators.
- Develop an annual work program (UPWP).

Additionally, due to local circumstances, MRMPO has responsibility under the Clean Air Act (and corresponding state law) for the following:

- Demonstrate regional transportation conformity for carbon monoxide (CO) and particulate matter (PM<sub>10</sub>).

The Rogue Valley Council of Governments staffs the MRMPO. The MRMPO Policy Committee makes final MRMPO planning decisions. It is composed of elected and appointed officials from Gold Hill, Grants Pass, Jackson County, Josephine County, Rogue River and ODOT. The Policy Committee considers public comment and recommendations from the Technical Advisory Committee (TAC).

The TAC is primarily made up of technical staff from the public works and planning departments of member jurisdictions, local agencies and state planning officials. Because of their technical expertise, TAC members are mostly involved with the transportation planning process. TAC

advises the Policy Committee on technical transportation issues and reviews all of the transportation documents presented to the Policy Committee.

The TAC also receives public comment. In addition to the TAC, the Policy Committee from time to time authorizes the formation of ad hoc committees to provide input on specific planning issues and projects.

In 2019 the Policy Committee of the MRMPO decided to create a Citizens Advisory Committee for which it is currently and actively seeking members of the public to participate on. Although not fully appointed the CAC currently has a membership of 7 citizens representing Grants Pass and Josephine County.

### **Other Regional Transportation Planning Organizations**

Other committees and boards within the MRMPO planning area also address regional transportation issues. Those panels typically consult with the MRMPO and keep the MRMPO informed of their activities. They include:

- **Rogue Valley Area Commission on Transportation (RVACT)**

RVACT is composed of officials from jurisdictions within Jackson and Josephine County. The primary mission of RVACT is to advise the Oregon Transportation Commission (OTC) on state transportation investments in Jackson and Josephine counties.

- **Rogue Valley Metropolitan Planning Organization (RVMPO)**

The RVMPO was formed in 1982. Member jurisdictions include; Ashland, Talent, Jacksonville, Central Point, Medford, Phoenix, Eagle Point, Jackson County, the Oregon Department of Transportation, and the Rogue Valley Transportation District. RVMPO also staffs the RVMPO.

### **MRMPO Agreements**

Agreements in force among the participating agencies relative to the metropolitan transportation planning process include:

- [ODOT IGA # 29044](#), dated March 6, 2013, establishing the Middle Rogue Metropolitan Planning Organization;
- March 20, 2013, [concurrence letter from the Governor](#) on designation of the Middle Rogue Metropolitan Planning Organization;
- RVMPO Board of Directors, [Resolution #2013-1 – To Delegate MRMPO Decision-Making Authority to MRMPO Policy Committee dated March 27, 2013](#);
- [ODOT IGA # 32750](#), ODOT/MPO/Transit Operator Agreement for Financial Plans and Obligated Project Lists between MRMPO, Josephine County and Josephine Community Transit executed on May 17, 2018 and defines roles and responsibilities for transportation planning required by the Code of Federal Regulation (CFR), Chapter 23, Section 450.314.
- Annual planning funds agreement between ODOT and RVMPO.

## Regional Transportation Priorities for Fiscal Year 2023-24

MRMPO will track rulemaking and other developments relating to the IIJ Act. Similarly, MRMPO will coordinate on a process to consider appropriate activities relating to state requirements including greenhouse gas reduction and support for alternatives to single-occupant vehicle travel.

Through the Research and Analysis Program the MRMPO is working toward being better able to respond to increasingly complex planning issues including planning for Climate Change regulation (state), new transportation demands resulting from implementation of the Regional Problem Solving plan.

Jurisdictions have begun implementing the region's long-range land-use Regional Problem Solving plan, and this will include addressing the MRMPO's role in coordinating the transportation aspects of the regional plan.

Specific major work products include:

- Develop 2024-27 Transportation Improvement Program
- Maintain 2021-24 Transportation Improvement Program
- Maintain update to Regional Transportation Plan
- Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
- Jurisdictional planning assistance
- RVACT coordination
- Ongoing coordination with Josephine County Transit

## Status of Core MRMPO Planning Documents

The table below lists the core work products of the MRMPO, the adoption date, planning horizon and the time when the next update is due. Generally, ODOT updates the STIP every two years and has set the next update by 2024.

**Table of Core Documents**

Item	Date Adopted	Time Span	Update Due
2024-2049 Regional Transportation Plan	March 30, 2020	Four Years	March 2024
Air Quality Conformity Determination	October, 2020	Four Years	March 2024
2023-2024 Unified Planning Work Program	April, 2022	One Year	April, 2023
2024-27 TIP	July 16, 2020	Three Years	July 2023
Annual Self-Certification	July, 2022	Two Years	July 2023
MRMPO Public Participation Plan	April 2022	Two Years	April 2024
MRMPO Title VI / EJ Plan	August 2021	Two Years	August 2023

Timing of the RTP update is determined by the timing of USDOT's Air Quality Conformity Determination (AQCD) on the current plan. Such determinations in air quality attainment and maintenance areas such as Grants Pass for carbon monoxide and for PM<sub>10</sub> must be made every four years, based on updated planning assumptions for a 20-year horizon. The 2020-2045 RTP was adopted by the Policy Committee on March 30, 2020. The Air Quality Conformity Determination was adopted in July of 2020 and approved in October later that same year.

The RTP is amended to include new projects, reflect changes in project funding and other reasons as considered appropriate by the Policy Committee. It can be updated provided the MRMPO conducts public outreach on the amendment, advertising a 30-day public comment period and the Policy Committee conducts a public hearing and votes to approve the change. The RTP must maintain conformity with the state and federal air quality conformity requirements, including the State Implementation Plans for carbon monoxide in the Grants Pass area and particulates (10 microns and smaller) in the entire planning area. The 2020-45 RTP conforms to both federal and state transportation requirements.

## **Summary of Projected Deliverables and Products in the 2023-24 UPWP**

This section presents an outline of the organization UPWP work tasks, noting some key activities and projected deliverables. Tasks, activities and funding are described in detail in Part 1- MRMPO Functions, following these introductory sections.

The core MRMPO planning functions are presented in five major task sections, with specific deliverables and activities attached to each:

**Task 1.0 Program Management/Administration** – Record-keeping and information retrieval, training, participation in regional planning activities, and support for MRMPO’s standing committees occur within this task. Other activities and deliverables include:

- Public Participation Activities (as described in draft MRMPO Public Participation Plan) including maintaining website [www.mrmppo.org](http://www.mrmppo.org)
- Develop and implement a consultation practice for the Native American Tribes impacted by the MRMPO.
- Organize files and library materials, including records of monthly Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee meetings
- Semi-annual activity reports
- UPWP updates and draft and final 2024-25 document
- Self-Certification

**Task 2.0 Short Range Planning** – Activities associated with project programming, including all air quality conformity obligations occur within this task. Specifically:

- Annual listing of obligated projects
- Maintain for 2021-2024 TIP, including participating in statewide STIP/TIP coordinators meetings.
- Development and management of the 2024-2027 Transportation Improvement Program, including participating in statewide STIP/TIP coordinators meetings and amending the TIP as needed
- Provide technical and planning assistance to and coordination with local jurisdictions and agencies
- Staying up to date on changing conformity rules and related air quality concerns.
- Implementation of Federal Performance measures and other coordination efforts with our state and federal partners as needed

**Task 3.0 Long Range Planning** – Maintaining the Regional Transportation Plan, including:

- Maintain the most recent update to the Regional Transportation Plan
- Development and management of the 2024-2049 RTP



- Ongoing coordination with the RVMPO on intelligent transportation system (ITS) planning

**Task 4.0 Data Collection/Analysis** – Specific continuing tasks related to data base maintenance and analysis, including:

- Title VI & Environmental Justice planning and compliance report
- Maintenance of GIS maps and data
- Travel demand modeling, model maintenance and improvement
- Application of Oregon Household Activity Survey and Census/Survey data in transportation planning

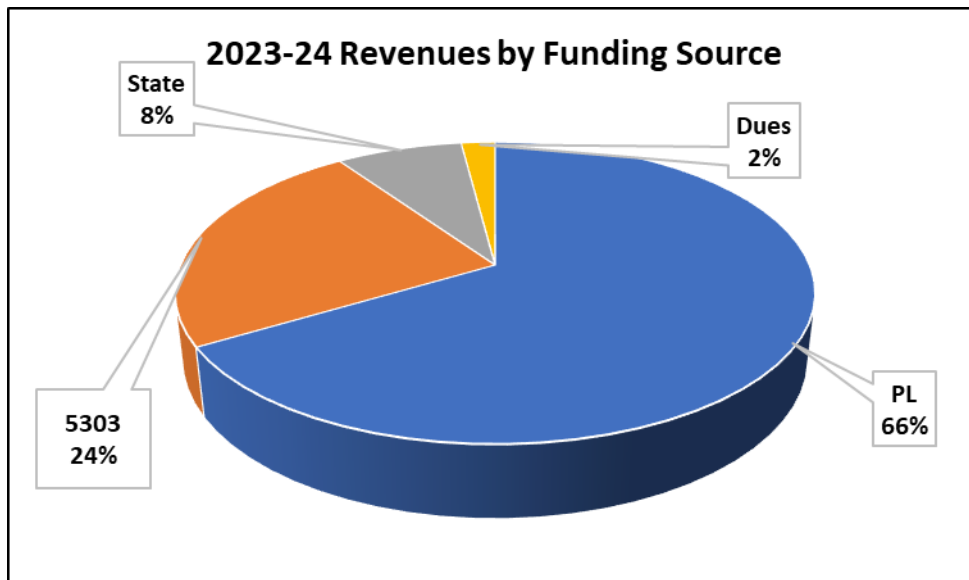
**Task 5.0 Transit** – Continue coordination with Josephine Community Transit (JCT).

## Summary of Projected FY 2023-24 Funding Allocation

### Funding for MRMPO Planning

The MRMPO's planning program (not including the \$1,250,000 in planning initiatives being undertaken by ODOT Region 3) is funded by federal, state, local match and dues and is expected to total \$497,760. The largest funding source is FHWA, which provides MPO Planning Funds through ODOT to the MRMPO by formula that consists of 89.73% federal funds with a 10.27% local match required. ODOT has traditionally met the full local match requirements with state planning funds. Other resources are FTA 5303 funds, also through ODOT, for metropolitan planning related to transit (requiring a 10.27 percent local match), and MRMPO member dues.

Below in Figure 1 shows the percentage each funding source makes up of the total available funding for FY 2023-24.





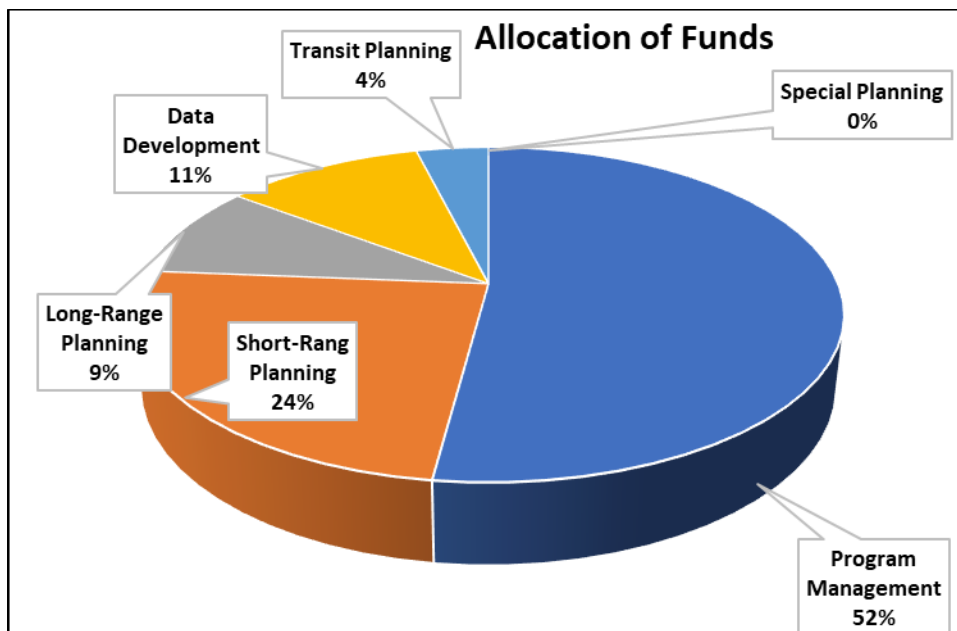


Figure 2, above, summarizes how anticipated resources will be allocated among the major tasks described above. MRMPO planning activities are anticipated to be funded with over \$506,670 in federal, state, in-kind match, and local funds. Program management, short-range planning and long-range planning projects will take the largest share of funds. A summary budget breakdown by all work tasks and sub-tasks is on page 24, following the detailed task descriptions in Part I. Funding commitments are formalized through specific IGAs with ODOT. The MRMPO and its subcontractors (if any) will carry out the tasks described in this UPWP.

MRMPO is dependent on USDOT funding for UPWP activities. For this work program, federal sources provide about 89 percent of MRMPO funding. Local match for FTA funds has been provided for the MPO through in-kind services provided by member jurisdictions.

In addition to funding described above, MRMPO relies on travel demand modeling services provided by ODOT's Transportation Planning Analysis Unit. TPAU provides modeling services and maintains and updates the model for the MRMPO. RVCOG does not have the ability to maintain and run the travel demand model.

### **The UPWP, Title VI and Environmental Justice**

The MRMPO recognizes that environmental justice must be considered in all phases of planning. Although Environmental Justice concerns are frequently raised during project development, Title VI applies equally to the plans, programs, and activities the MRMPO undertakes.

The MRMPO UPWP integrates Environmental Justice considerations and Title VI requirements through the Public Participation Plan and UPWP work tasks. The Public Participation Plan contains strategies to reach minority and low-income groups. The MRMPO developed and adopted an Environmental Justice Plan in FY2015 along with a Title VI discrimination complaint procedure as part of the Environmental Justice Plan. These plans were both updated in 2021.

Environmental justice is considered as MRMPO selects projects to receive discretionary funds (Congestion Mitigation and Air Quality and Surface Transportation Block Grant Program). Target

populations living in the vicinity of a proposed project are identified through Census data. Environmental Justice Plan maps are consulted to assess project impact on target populations. Resulting funding decisions are incorporated into the TIP. Projects located in the identified EJ areas are given additional points that are added to the overall scoring of the project which may help the project receive a higher ranking on the project priority list. Resulting funding decisions were incorporated into the 2021-2024 TIP.

The next update of data related to environmental justice will be performed in 2023. Through this effort MRMPO expects to strengthen its analytical capability and enhance capacity to assess impacts to minority and low-income populations.

The MRMPO's Public Participation Program is an integral part of the regional transportation planning process. The USDOT Order (5610.2) on Environmental Justice specifies that minority populations and low-income populations be provided with greater access to information on, and opportunities for public participation in transportation decision-making. The MRMPO has public-involvement policies and procedures that provide for consideration of Environmental Justice. These policies and procedures provide an inclusive, representative, and equal opportunity for two-way communication.

## PART I - MRMPO Functions

TASK 1	Program Management/Administration				
Total Task Budget	\$ 259,923				
FHWA	\$ 153,494				
State Match	\$ 17,568				
FTA 5303	\$ 70,688				
In-kind	\$ 8,091				
Dues	\$ 10,082				

### Description:

This task involves the coordination of all MPO activities necessary for day-to-day operations such as; program oversight, coordination of the Policy Committee, Citizen Advisory Committee, and Technical Advisory Committee, public participation, and MRMPO participation in statewide planning efforts. Also included are organizational activities that provide for in-house program management, financial accounting, and informational updates for MRMPO committees, member jurisdictions, agencies and the public. Day-to-day activities such as purchases of materials and services, staff management and training are also included here.

Per Federal laws and policies, MPOs are prohibited from lobbying with Federal Funds. In order to permit comments by the MRMPO to legislators on relevant transportation legislation and policies, MPO dues are used. These activities are more fully described in Subtask 1.1 (i) below.

**Objective:** *Produce a well-defined planning and operational process that is deliberate, regional in scope, and is cooperative, coordinated and continuing.*

Agencies to Coordinate: MRMPO member jurisdictions and associated agencies, ODOT, DEQ, DLCD, and USDOT (FHWA and FTA)

Sub-Task Title	1.1 Office and Personnel Management			
Total Budget	\$ 201,402			
FHWA	\$ 115,121			
State Match	\$ 13,176			
FTA 5303	\$ 56,550			
In-kind	\$ 6,472			
Dues	\$ 10,082			

A large percentage of the MPO management and staff time is spent on tasks relating to program oversight and fulfilling the administrative requirements of government grants. Many tasks not specifically identified below fall into this subtask, including responding to requests for a variety of MRMPO data and files.

Tasks also include preparation and maintaining records for the Policy and technical advisory committee, and formation and management of other committees and work groups as necessary, and all costs associated with MRMPO meetings. This portion of the UPWP includes budget line items such as budget audit, staff travel and training, training needs analyses, and memberships in professional organizations. Work items include contract and records management, monthly review of expenditures, personnel and team management, needs analyses for future project work areas, Interagency Agreement review, etc. These activities are ongoing. Each work item is listed below with descriptions provided for select work items. MRMPO compliance with any USDOT rulemaking for the Infrastructure Investment and Jobs Act would be addressed at least initially in this task.

a) **Personnel Team Management**

*Deliverables:* Self-directed work teams, job performance reviews, and trained, competent staff

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

b) **Budget / Expenditures / Grant Research & Writing**

*Deliverables:* Timesheets (RVCOG), UPWP Activity Reports, and Monitoring Materials, Grant Matching Funds, and Services Expenditures

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

c) **Interagency Agreement Review**

- UPWP Intergovernmental Agreement (May)

*Deliverables:* Updated/Finalized agreements, project-level agreements on cooperation

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT

d) **Training and Conferences**

*Deliverables:* Attendance at appropriate seminars, conferences and training sessions.

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

e) **Meeting Preparation**

*Deliverables:* Meeting materials, Policy Committee, TAC and CAC

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

f) **Operations**

*Deliverables:* Day-to-day departmental operations, performing work tasks and other duties as assigned. Resulting in an efficiently operated and well-managed MPO.

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

g) **Data/Information Requests**

Jurisdictions within the MPO frequently request specific transportation data. This task is included because a considerable amount of time can be spent fulfilling requests. Information requests can be in the form of creating GIS maps, attending meetings, providing information on planning topics and TPR requirements, and providing technical assistance (operations analysis, modeling assistance, etc.).

*Deliverables:* Completed information requests

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

h) **Records Management**

*Deliverables:*

- Organized hard files
- Organized computer files
- Organized library materials
- Website Maintenance

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

i) **MRMPO Policy Committee Travel; Association Dues**

Policy Committee Chair and other members participate in state, regional and national boards including the Oregon MPO Consortium and the Association of Metropolitan Planning Organizations. Participation is considered important and necessary to furthering regional planning goals. A portion of MRMPO dues totaling \$10,678 is dedicated to this activity. These funds also are used to pay dues to organizations such as the Association of Metropolitan Planning Organizations (AMPO). Staff support for these activities also is funded in this task.

*Deliverables:* Regional policy-makers participation in state, regional and national organizations and events.

Membership in organizations as authorized by the Policy Committee

*Timeframe:* As required, July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* OMPOC, AMPO, NARC, State & Federal

Legislators

<b>Sub-Task Title</b>	<b>1.2 UPWP Development</b>		
<b>Total Budget</b>	\$ 39,014		
<b>FHWA</b>	\$ 25,582		
<b>State Match</b>	\$ 2,928		
<b>FTA 5303</b>	\$ 9,425		
<b>In-kind</b>	\$ 1,079		
<b>Dues</b>	\$ -		

The UPWP is an annual work program that outlines MPO planning activities. Its adoption every year (or optional every two years) is required by Federal law. Its implementation is monitored by the funding agencies (USDOT and ODOT). It is a "unified" program that includes all transportation planning activities that are taking place within the MRMPO geographic planning boundary (Exhibit A). It is written and developed by MRMPO staff and reviewed, amended and adopted by the MRMPO Policy Committee. Subtasks will be monitored to assess progress. Progress information is provided as reports and proposals for action to the Policy Committee and technical advisory committee. Summary progress reports are provided to ODOT as part of the semi-annual reporting process.

Deliverables associated with this subtask include an adopted UPWP and monthly time sheets with task and subtask tracking.

Amendments to the UPWP are required when there is a change to either the work program, an addition to the work program and a budget revision resulting in changes to the work program. The MRMPO Policy Committee must approve all amendments to the UPWP.

**a) Semi-Annual and Annual Reports**

*Deliverables:* Semi-annual and annual reports, quarterly meeting with USDOT and ODOT (as needed)

*Timeframe:* Every 6 months

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

**b) Daily MRMPO Task Tracking**

*Deliverables:* Monthly task/subtask timesheets

*Timeframe:* Monthly July – June

*Lead Agency:* RVCOG

**c) UPWP Development**

*Deliverables:* 2023-24 UPWP document

*Timeframe:* Draft in February; Adoption by April

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

<b>Sub-Task Title</b>	<b>1.3 Public Involvement</b>		
<b>Total Budget</b>	\$ 19,507		
<b>FHWA</b>	\$ 12,791		
<b>State Match</b>	\$ 1,464		
<b>FTA 5303</b>	\$ 4,713		
<b>In-kind</b>	\$ 539		
<b>Dues</b>	\$ -		

The MRMPO recognizes the importance and need for providing an active public involvement process, which supplies complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in all MRMPO planning and program activities. The purpose of this work element is to improve, strengthen and fulfill all these needs. A good public participation program includes public education, public involvement and public relations. The MRMPO updated its Public Participation Plan in FY 2019.

a) **Implementation of Public Participation Plan**

The FAST Act calls for a “proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans.” In FY 2022, the MRMPO updated a *Public Participation Plan*. Under this plan, the MRMPO seeks to increase opportunities for all segments of the community, including low-income, minority and disabled citizens, to participate in the metropolitan planning process. Implementation includes efforts to develop new visualization techniques for TIP project selection including greater use of photographs in discussion of site locations and conditions, and posting on the web all applications and descriptive materials, and evaluation criteria and procedures. All applicants for MRMPO discretionary funds are asked to make presentations with visuals to the MRMPO’s committees. Presentation materials are posted on the MRMPO website. In FY 2016, the MRMPO developed a virtual open house for the public along with an interactive project map. This use of the web represents an investment in expanded public involvement that will continue in FY2024. Public participation at the virtual open houses can be tracked (number of site visits and comments received) to determine its effectiveness. Spanish translation services are available to the public upon 24 hour notice to the MPO.

*Deliverables:*

- Ongoing implementation of the MRMPO Public Participation Plan.
- Fact sheets, project progress reports, newsletters, new visualization techniques and up-to-date website, and other activities as identified.

*Timeframe:* Ongoing July to June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

b) **Development and Implementation of Consultation Practice for Native American Tribes possibly impacted by the MRMPO**

Federal regulations require that recipients of federal funds must develop and implement a consultation practice to attempt to involve the relevant Native American tribes that might be impacted by the plans and activities of the MRMPO.

*Deliverables:*

- Consultation Practice for the Native American Tribes.

*Timeframe:* Ongoing July to June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT



---

<b>TASK 2</b>	<b>Short Term Planning</b>	
<b>Total Task Budget</b>	\$	119,856
<b>FHWA</b>	\$	86,341
<b>State Match</b>	\$	9,882
<b>FTA 5303</b>	\$	21,206
<b>In-kind</b>	\$	2,427
<b>Dues</b>	\$	-

**Description:** This task relates to near term activities such as federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) project prioritization and programming, air quality conformity activities, maintenance and update of the Metropolitan Transportation Improvement Program, which is a financially-constrained list of transportation improvements for the MRMPO area, and development of the annual list of obligated projects.

**Objective:** *Undertake activities associated with short-term project programming within a five-year horizon.*

Agencies to Coordinate: MRMPO member jurisdictions and agencies, ODOT, DEQ, DLCD, and USDOT

<b>Sub-Task Title</b>	<b>2.1 TIP</b>	
<b>Total Budget</b>	\$	48,955
<b>FHWA</b>	\$	41,571
<b>State Match</b>	\$	4,758
<b>FTA 5303</b>	\$	2,356
<b>In-kind</b>	\$	270
<b>Dues</b>	\$	-

Maintenance of the 2021-24 TIP and development of the 2024-27 TIP is the main element in this task.

Also, staff will develop and publish the Annual Listing of Obligated Projects. MRMPO coordinates with member jurisdictions and state and federal agencies to keep the program current and develop the annual obligations report. TIP amendments generally are initiated by sponsoring agencies. Amendments are reviewed by the CAC and the TAC. The CAC and the TAC forwards recommendations to the Policy Committee, which is responsible for approving the TIP and any changes to it (beyond minor, “administrative modifications,” which the MRMPO TIP manager is authorized to make under 23 CFR 450 to address project changes such as phase costs and minor shifts in fund sources). All amendments are forwarded to the ODOT STIP coordinator. MRMPO coordinates the amendment process so member jurisdictions will be aware of the progress of

projects. Example of instances that trigger the amendment process include re-scheduling CMAQ and STBG projects, Federal Transit Administration fund changes, and project costs or other scheduling changes.

In some instances, TIP amendments can trigger requirements for a new air quality conformity determination. Conformity activities will be determined through interagency consultation conducted by MRMPO (see Task 2.2: Air Quality Conformity for details). Consultation occurs on all full TIP amendments.

*Deliverables:*

- Annual Listing and Status of Federally-funded projects
- TIP and Amendments - Ongoing July – June
- Obligated Funds Report – December 2022

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, MRMPO member jurisdictions

<b>Sub-Task Title</b>	<b>2.2 Air Quality</b>
<b>Total Budget</b>	\$ 13,317
<b>FHWA</b>	\$ 9,593
<b>State Match</b>	\$ 1,098
<b>FTA 5303</b>	\$ 2,356
<b>In-kind</b>	\$ 270
<b>Dues</b>	\$ -

Air quality conformity determinations are a required component of the RTP and TIP and all amendments that expand vehicular capacity (non-exempt projects). The MRMPO will prepare air quality conformity determinations as needed to respond to plan and program amendments.

A PM<sub>10</sub> State Implementation Plan (SIP) is in place for the Grants Pass UGB area, setting a regional emissions budget for on-road sources. A Carbon Monoxide SIP is in place in the Central Business District (downtown area) in Grants Pass, which sets a Carbon Monoxide (CO) emissions budget for Grants Pass on-road source emissions. On September 28, 2015, the Environmental Protection Agency (EPA) approved PM<sub>10</sub> and CO Limited Maintenance Plans (LMPs) for Grants Pass, submitted by the State of Oregon on April 22, 2015 as a revision to its State Implementation Plans (SIPs). In accordance with the requirements of the Clean Air Act (CAA), the EPA approved the SIP revisions because they demonstrate that Grants Pass will continue to meet the PM<sub>10</sub> and the CO National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond re-designation, through 2025.

The benefit of having LMPs in place is that a regional emissions analysis will not be required, which will save the MRMPO a considerable amount of time and funding to demonstrate transportation conformity on future Regional Transportation Plans (RTPs) and Transportation Improvement Program (TIPs). Funding that was allocated – in the past - to air quality emissions modeling will be re-allocated to updating and maintaining the TIP and RTP.

The MRMPO will continue to coordinate with DEQ, ODOT, EPA, FTA and USDOT to maintain

transportation conformity status, including any coordination and consultation necessary.

As a related air quality issue, but not currently part of MRMPO's conformity process, MRMPO will continue monitoring and coordinating on ozone and PM<sub>2.5</sub> standards.

a) **TIP / RTP Conformity Document**

*Deliverables:* Air Quality Conformity Determination documents acceptable to USDOT.

*Timeframe:* December through June

*Lead Agency:* RVCOG; *Supporting Agencies:* DEQ, ODOT, EPA, FHWA and FTA

b) **Interagency Consultation**

*Deliverables:* Coordination with DEQ, ODOT, EPA, FHWA and FTA on conformity issues; Conformity consultation, training, reporting.

*Timeframe:* July - June as needed

*Lead Agency:* RVCOG; *Supporting Agencies:* DEQ, ODOT, EPA, FHWA and FTA

Sub-Task Title	2.3 Local Jurisdiction Coordination		
<b>Total Budget</b>	\$	39,014	
<b>FHWA</b>	\$	25,582	
<b>State Match</b>	\$	2,928	
<b>FTA 5303</b>	\$	9,425	
<b>In-kind</b>	\$	1,079	
<b>Dues</b>	\$	-	

In an effort to provide and ensure a continuing, cooperative and comprehensive planning process resulting in plans that are consistent with other transportation planning activities in the Middle Rogue MPO planning area. MRMPO staff will provide technical assistance to member jurisdictions as requested by supplying data, participating in committees, providing GIS services, and helping the agencies in their efforts to be consistent with the RTP.

A secondary objective of this element is to ensure consistency between the RTP and local plans such as TSPs, and to maximize the efficiency of the transportation system by helping communities integrate transportation and land use planning principles. Duplication of effort can also be minimized through communication and coordination provided in this task. MRMPO staff will participate on local TSP technical advisory committees to ensure that the work is coordinated and consistent with the RTP.

*Deliverables:* Provision of technical assistance, as needed/requested.

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, MRMPO member jurisdictions

<b>Sub-Task Title</b>	<b>2.4 STBG &amp; CMAQ</b>	
<b>Total Budget</b>	\$	9,754
<b>FHWA</b>	\$	6,396
<b>State Match</b>	\$	732
<b>FTA 5303</b>	\$	2,356
<b>In-kind</b>	\$	270
<b>Dues</b>	\$	-

Subtask consists of maintaining regular accounting of fund balances, staying current on fund rules and eligibility, participating statewide in allocation of funds. The TAC will determine if changes to the project selection criteria and application materials are necessary as part of the next discretionary funding project selection process. Staff will facilitate the process.

Also, funds programmed in the current TIP will be monitored. MRMPO coordinates with ODOT to track fund balances. Subsequent changes to projects through FY 2023 will need to be tracked to maintain fund balances to ensure that funds are programmed appropriately. Administrative duties will be performed as needed. MRMPO participation in statewide discussion of funding allocations is part of this subtask. The MRMPO will continue to work with ODOT to ensure CMAQ project eligibility and also ensure the completion of USDOT CMAQ annual reports which require a description of the qualitative and quantitative benefits of CMAQ projects.

*Deliverables:*

- Administration of STBG and CMAQ funds

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

<b>Sub-Task Title</b>	<b>2.5 Fed. Coord. And Performance Measures</b>			
<b>Total Budget</b>	\$	8,816		
<b>FHWA</b>	\$	3,198		
<b>State Match</b>	\$	366		
<b>FTA 5303</b>	\$	4,713		
<b>In-kind</b>	\$	539		
<b>Dues</b>	\$	-		

Subtask consists of implementing Federal Performance Measures as they come online. This effort will require coordination with our state and federal partners. Part of these efforts will be undertaken under subtask 2.4 as we review and revise our project selection criteria. This subtask is aimed at tracking ongoing legislation and its possible impacts on MPO operations.

*Deliverables:*

- Implementation of Federal Performance Measures.
- Updating and maintaining necessary data bases and reports.

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* Member jurisdictions, ODOT, USDOT

---

<b>TASK 3</b>	<b>Long Range Planning</b>	
<b>Total Task Budget</b>	\$	44,454
<b>FHWA</b>	\$	35,176
<b>State Match</b>	\$	4,026
<b>FTA 5303</b>	\$	4,713
<b>In-kind</b>	\$	539
<b>Dues</b>	\$	-

**Description:** The MRMPO adopted the 2020 – 2045 RTP on July of 2021 to conform to federal transportation planning requirements as set forth in The IIJA Act, the Oregon Transportation Plan, Oregon Highway Plan, and other statewide modal plans, and the Oregon Transportation Planning Rule for urbanized metropolitan planning organizations. Additionally, MRMPO will continue participating in committees, conducting research and other work to be ready to comply with anticipated state and/or federal requirements for long-range performance measures and greenhouse gas emission reductions. More details pertaining to public participation efforts in the next RTP update, safety planning and transit needs are discussed in the relevant subtasks below.

**Objective:** *To complete the work necessary to maintain the 2020-2045 RTP that meets both federal and state transportation planning requirements under The IIJA Act and the 3C Planning process and planning factors.*

Lead Agency: MRMPO; Agencies to Coordinate: MRMPO member jurisdictions, ODOT, DEQ, DLCD, and USDOT

<b>Sub-Task Title</b>	<b>3.1 ITS</b>	
<b>Total Budget</b>	\$	4,877
<b>FHWA</b>	\$	3,198
<b>State Match</b>	\$	366
<b>FTA 5303</b>	\$	1,178
<b>In-kind</b>	\$	135
<b>Dues</b>	\$	-

The Rogue Valley Regional ITS Plan for the MRMPO and the RVMPO was completed in April 2017. This goal of this Subtask 3.1 is to complete the different tasks associated with work plan for the project. This will be a stand-alone plan and referenced in the RTP. The MPO will prioritize



projects identified in the ITS Plan to be included in the TIP and RTP during update cycles or as needed per the amendment process.

*Deliverables:* Updating as necessary ITS work plan tasks

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

<b>Sub-Task Title</b>	<b>3.2 RTP Maintenance</b>
<b>Total Budget</b>	\$ 39,577
<b>FHWA</b>	\$ 31,978
<b>State Match</b>	\$ 3,660
<b>FTA 5303</b>	\$ 3,534
<b>In-kind</b>	\$ 405
<b>Dues</b>	\$ -

The Regional Transportation Plan (RTP) for the Middle Rogue Metropolitan Planning Organization was adopted in March 2020.

*Deliverables:*

- RTP Amendments as needed
- Continue to maintain the 2020-2045 RTP
- Update to the 2020-2045 RTP

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

---

<b>TASK 4</b>	<b>Data Collection and Analysis</b>			
<b>Total Task Budget</b>	\$ 54,020			
<b>FHWA</b>	\$ 31,978			
<b>State Match</b>	\$ 3,660			
<b>FTA 5303</b>	\$ 16,494			
<b>In-kind</b>	\$ 1,888			
<b>Dues</b>	\$ -			

**Description:** This work task involves the collection and analysis of data in support of all regional transportation planning studies and associated planning undertaken by MRMPO. It includes support for MRMPO's ongoing collaboration with ODOT Transportation Planning and Analysis Unit (TPAU) on the regional travel demand model. This task will also support data collection for an update of Environmental Justice and Title VI Plan in FY 2023.

**Objective:** *Data collection and analysis will be helpful in identifying and addressing Title VI and Environmental Justice considerations as well as contribute to other planning efforts.*

**Agencies to Coordinate:** MRMPO and funding agencies, ODOT, DEQ, DLCD, and USDOT.

<b>Sub-Task Title</b>	<b>4.1 Research &amp; Analysis</b>			
<b>Total Budget</b>	\$ 27,010			
<b>FHWA</b>	\$ 15,989			
<b>State Match</b>	\$ 1,830			
<b>FTA 5303</b>	\$ 8,247			
<b>In-kind</b>	\$ 944			
<b>Dues</b>	\$ -			

This task will work to strengthen analysis capacity within the MRMPO. It will address improvements to the region's travel demand model.

TPAU originally built and now runs the Grants Pass, Oregon Small Urban Model (OSUM) model. In FY 2020, MRMPO staff wrapped up work with TPAU on the development and implementation of the Activity Based Model. Model maintenance will continue.

*Deliverables:* Technical memos, data and information for MRMPO and jurisdiction projects, outreach, consultation with MRMPO committees, ODOT TPAU, Oregon Model Steering Committee, Oregon MPOs, USDOT, EPA.

- Travel Demand Model Maintenance and Support (assisting and coordinating with TPAU on all tasks including:
  - Updates to area travel model.
  - Model Validation reports.

- Updates to model documentation.
  - Project and policy analyses modeling.
  - Travel forecasts for air quality analyses.
  - Traffic volume and level-of-service maps as requested.
  - Other model outputs as requested, including percent change in VMT, VHT, and mode-split.
  - Local jurisdictional Transportation System Plan.
- MRMPO GIS
    - Updated MRMPO GIS data and maps
    - GIS data management, file storage
    - GIS user licenses

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions, ODOT TPAU, Oregon Model Steering Committee, Oregon MPOs, USDOT, and EPA

<b>Sub-Task Title</b>	<b>4.2 Title VI/EJ&amp;E</b>	
<b>Total Budget</b>	\$ 27,010	
<b>FHWA</b>	\$ 15,989	
<b>State Match</b>	\$ 1,830	
<b>FTA 5303</b>	\$ 8,247	
<b>In-kind</b>	\$ 944	
<b>Dues</b>	\$ -	

This task implements MRMPO Public Participation Plan and provides funds for the development of an Environmental Justice and Title VI Plan to maintain compliance with Title VI and Environmental Justice considerations. Information contained in the plan about locations and numbers of target populations will be used as a reference for MRMPO project funding decisions. In evaluating project applications, MRMPO will consider impacts on EJ populations as identified in the Plan. Therefore, it is important for the plan to contain up-to-date information.

This task also maintains the Title VI requirements such as; environmental justice reporting and plan-approval requirements, and Civil Rights complaint process as required by state and federal law which is included in the EJ/Title VI Plan. Task provides for continuing education of the Title VI officer in legal requirements, strategies and best practices relative to maintaining compliance with state and federal laws and guidance. Outreach and planning relating to locations of protected populations will be coordinated through the Title VI officer.

*Deliverables:*

- MRMPO Title VI & EJ yearly report;
- Update data for the Title VI & EJ plan;
- Plan implementation including maintaining data base of contacts and sources;
- Title VI officer training; and

- Develop GIS maps of distribution of underserved populations.

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions, ODOT TPAU, and USDOT

---

<b>TASK 5</b>	<b>Transit Planning</b>	
<b>Total Task Budget</b>	\$ 19,507	
<b>FHWA</b>	\$ 12,791	
<b>State Match</b>	\$ 1,464	
<b>FTA 5303</b>	\$ 4,713	
<b>In-kind</b>	\$ 539	
<b>Dues</b>	\$ -	

**Description:** Josephine Community Transit (JCT) is the transit provider within the MRMPO. The MPO staff will work with JCT staff to provide any assistance as needed.

*Timeframe:* July – June

*Lead Agency:* ODOT; *Supporting Agencies:* RVCOG, Josephine Community Transit (JCT),

---

Figure 3: Summary MRMPO FY2023-24 Budget–Transportation Planning Funds by Source and Activity

MRMPO FY 2023-24 UPWP BUDGET								
(260) Transportation Planning Funds by Source and Activity								
	FHWA MPO Planning Funds (1)	PL State Match (1)	Total PL budget	FTA 5303 (2)	Local Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
<b>Work Tasks</b>								
<b>1. Program Management (150)</b>								
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin. (711)	\$ 115,121	\$ 13,176	\$ 128,297	\$ 56,550	\$ 6,472	\$ 10,082	\$ -	\$ 201,402
1.2 UPWP Development & UPWP Progress (712)	\$ 25,582	\$ 2,928	\$ 28,510	\$ 9,425	\$ 1,079	\$ -	\$ -	\$ 39,014
1.3 Public Education and Involvement Program (713)	\$ 12,791	\$ 1,464	\$ 14,255	\$ 4,713	\$ 539	\$ -	\$ -	\$ 19,507
Totals	\$ 153,494	\$ 17,568	\$ 171,062	\$ 70,688	\$ 8,091	\$ 10,082	\$ -	\$ 259,923
<b>2. Short Range Planning (122)</b>								
2.1 TIP Activities (701)	\$ 41,571	\$ 4,758	\$ 46,329	\$ 2,356	\$ 270	\$ -	\$ -	\$ 48,955
2.2 Air Quality Conformity (702)	\$ 9,593	\$ 1,098	\$ 10,691	\$ 2,356	\$ 270	\$ -	\$ -	\$ 13,317
2.3 Local Jurisdictional Coord. & Technical Assistance (723)	\$ 25,582	\$ 2,928	\$ 28,510	\$ 9,425	\$ 1,079	\$ -	\$ -	\$ 39,014
2.4 STBG & CMAQ Project Funds Management (704)	\$ 6,396	\$ 732	\$ 7,128	\$ 2,356	\$ 270	\$ -	\$ -	\$ 9,754
2.5 State and Federal Partner Coordination (725)	\$ 3,198	\$ 366	\$ 3,564	\$ 4,713	\$ 539	\$ -	\$ -	\$ 8,816
Totals	\$ 86,341	\$ 9,882	\$ 96,223	\$ 21,206	\$ 2,427	\$ -	\$ -	\$ 119,856
<b>3. Long Range Planning (131)</b>								
3.1 ITS Coordination (705)	\$ 3,198	\$ 366	\$ 3,564	\$ 1,178	\$ 135	\$ -	\$ -	\$ 4,877
3.2 RTP Maintenance/Development (707)	\$ 31,978	\$ 3,660	\$ 35,638	\$ 3,534	\$ 405	\$ -	\$ -	\$ 39,577
Totals	\$ 35,176	\$ 4,026	\$ 39,202	\$ 4,713	\$ 539	\$ -	\$ -	\$ 44,454
<b>4. Data Development (137)</b>								
4.1 Research & Analysis Program (709)	\$ 15,989	\$ 1,830	\$ 17,819	\$ 8,247	\$ 944	\$ -	\$ -	\$ 27,010
4.2 Data collection/analysis for Title 6 & EJ (710)	\$ 15,989	\$ 1,830	\$ 17,819	\$ 8,247	\$ 944	\$ -	\$ -	\$ 27,010
Totals	\$ 31,978	\$ 3,660	\$ 35,638	\$ 16,494	\$ 1,888	\$ -	\$ -	\$ 54,020
<b>5. Transit - JOCO (160)</b>								
5.1 Transit Planning Assistance (716)	\$ 12,791	\$ 1,464	\$ 14,255	\$ 4,713	\$ 539	\$ -	\$ -	\$ 19,507
<b>6. Special Studies</b>								
N/A	\$ -	\$ -	\$ -					\$ -
ODOT Region 3 Planning Efforts							\$1,250,000	
<b>TOTAL ALL FUND SOURCES</b>	<b>\$ 319,780</b>	<b>\$ 36,600</b>	<b>\$ 356,380</b>	<b>\$117,814</b>	<b>\$ 13,484</b>	<b>\$ 10,082</b>	<b>\$1,250,000</b>	<b>\$1,747,760</b>

(1) FHWA MPO Planning funds are allocated to the MRMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$319,780; ODOT Match:\$36,600; for a Total of \$356,380 for Apportioned for FY 2023-24. (this includes carry over funds from previous years). 2.5% of FY24 PL funds (\$6,342) and FY23 PL (\$6,150) have been set aside for Complete Streets planning activities. Tasks 2-3 satisfy this requirement.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2023-24 allocation equals \$117,814 (including carry-over from previous years) with a local match requirement of \$13,484.

(3) MPO dues are paid by MPO member jurisdictions: Gold Hill, Grants Pass, Jackson County, Josephine County, and Rogue River.

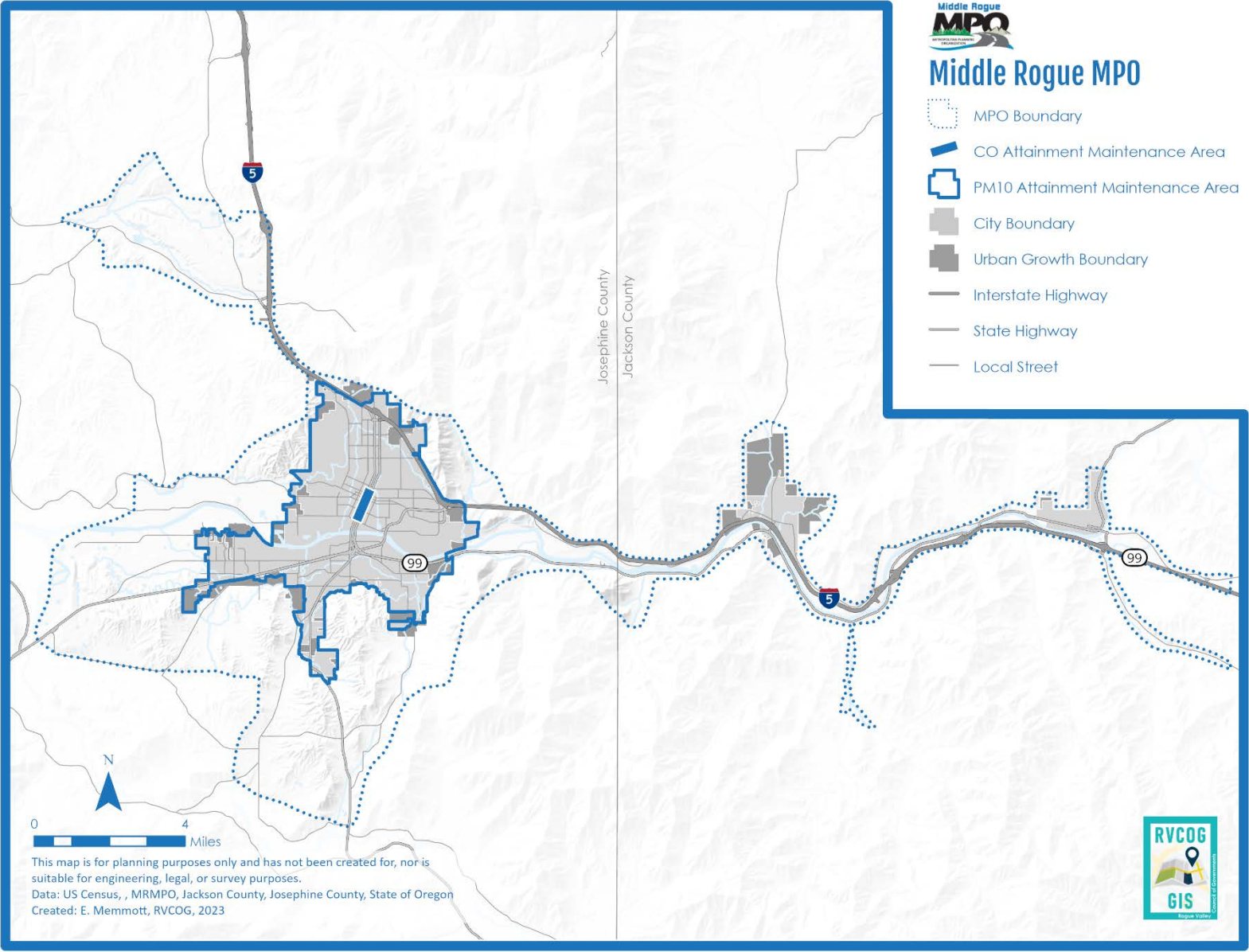
4) ODOT Region 3 planning funds.

5) RVCOG acting on behalf of the the MRMPO will apply for and otherwise obtain these funds. RVCOG will carry out the tasks described in this UPWP.

**Note: The revenues contained in the UPWP represent the best estimates of anticipated funding and planning priorities at this time. These priorities and funding levels may change over time. Actual ODOT funding commitments are finalized through specific IGAs. The identified dollar amounts may include subcontracted activities.**



Exhibit A: MRMPO Transportation Planning Area



## Exhibit B: MRMPO Designation Resolution

### ROGUE VALLEY COUNCIL OF GOVERNMENTS

#### RESOLUTION NO. 2013-1

#### **To Delegate MRMPO Decision-Making Authority to MRMPO Policy Committee**

A RESOLUTION relating to the delegation of responsibilities to the Policy Committee of the Middle Rogue Metropolitan Planning Organization (MRMPO).

WHEREAS the Governor of the State of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the Metropolitan Planning Organization (MPO) for the GRANTS PASS URBANIZED AREA on March 25, 2013.

WHEREAS the RVCOG is responsible to the State of Oregon for assuring that federal and state transportation planning regulations are being met within the Middle Rogue MPO; and

WHEREAS representatives of the local governments of the Cities of Grants Pass, Rogue River, and Gold Hill and Josephine and Jackson counties, and the Oregon Department of Transportation function as the MPO (policy committee) and carry out designated functions under 23 USC Sec 134 and 49 USC Sec 5303 for the Grants Pass Urbanized Area MPO; and

WHEREAS the RVCOG Board of Directors is the contracting authority for all RVCOG functions, including the MPO function;

THEREFORE, BE IT RESOLVED THAT THE RVCOG BOARD OF DIRECTORS DOES HEREBY:

Delegate to the Middle Rogue MPO Policy Committee the responsibility for carrying out the federal transportation planning requirements under 23 USC Sec 134 and 49 USC Sec 5303, which require that each U.S. Census-designated urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans, programs and other required products consistent with the comprehensively planned development of the metropolitan area.

Adopted by the RVCOG Board of Directors this 27<sup>th</sup> of March, 2013.



Jim Lewis, President  
Rogue Valley Council of Governments

## **PART II -- RVCOG Transportation Functions**

### **RVACT**

**Total Budget: \$17,000**

**Funding Source: Region 3 Planning Funds (ODOT)**

The Rogue Valley Council of Governments provides staff support to ODOT for administrative support to the Rogue Valley Area Commission on Transportation (RVACT).

### **Task 7.1 Rogue Valley Area Commission on Transportation (RVACT)-Support**

*Description:* RVACT was chartered by the Oregon Transportation Commission (OTC) in March of 1997 and is an advisory committee to the OTC and ODOT. It represents the Jackson and Josephine County geographic area. RVACT is comprised of elected officials and local residents. RVACT's mission is to:

1. Provide a forum for communicating, learning and understanding transportation issues as they effect the two counties' economic opportunities and livability;
2. Prioritize state transportation infrastructure and capital investments through the development of an implementation strategy that supports transportation plans related to the Rogue Valley Area; and
3. Advise the Oregon Transportation Commission on state and regional policies affecting the Area's transportation systems.

*Key tasks:* Coordination with Region 3 and District 8 ODOT staff in the Statewide Transportation Improvement Program (STIP), preparing monthly agenda materials, meeting notices and correspondence for RVACT meetings. Also, RVCOG staff assists in the preparation of Southern Oregon region Oregon Transportation Commission (OTC) meetings.

*Deliverables:* Agenda materials, information packets, public notices, technical reports and other documents as requested by ODOT.

*Timeframe:* Ongoing July-June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

## PART III—ODOT Planning Projects

The projects listed below will be worked by ODOT in FY 2024. They are listed for informational purposes and to coordinate this work among ODOT, the MRMPO and JCT. This coordination is in accordance with *CFR §450.314 Metropolitan transportation planning process: Unified planning work programs and §450.318*.

The Public can access information about these projects on ODOT's website:

<http://www.oregon.gov/ODOT/HWY/REGION3/pages/index.aspx>

Project	Description	Total Budget (Estimate)	Funding	Project Start (Estimated)	Project Finish (Estimated)
US-199: Dowell to Tussey Validation	US-199 EA Preferred Alternative (Alt A) analysis and update.	\$200,000	State Planning & Research (Federal)	May 2023	Fall 2023
OR 99 Access Management Plan	OR 99 Access Management Plan on 6 <sup>th</sup> and 7 <sup>th</sup> Street in Grants Pass	\$150,000	State Planning & Research (Federal)	July 2024	July 2026
Rogue-Umpqua Bike/Pedestrian Plan	Development of bicycle and pedestrian plan for the Rogue-Umpqua byway	\$300,000	Federal Land Access Plan (FLAP) and State Planning and Research	March 2023	July 2026
Rogue River Greenway Plan	Multi-use path for bicycle and pedestrians connecting from Rogue River to Grants Pass	\$150,000	State Planning and Research (Federal)	July 2023	July 2025
OR 238 Corridor Plan (Medford to Grants Pass)	Development of Corridor Plan for OR 238 from Medford to Grants Pass	\$450,000	State Planning & Research, FHWA	Fall 2023	Fall 2025

The ODOT planning projects listed above will be coordinated with the MRMPO. MPO staff will serve on the various technical advisory committees to provide input in relationship to RTP goals and policies. The planning documents developed for these projects will be reviewed by MPO staff for consistency with the RTP.

# Transportation Planning Acronyms

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AMPO:	Association of Metropolitan Planning Organizations
AQCD	Air Quality Conformity Determination
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CFR	Code of Federal Regulations
CMAQ:	Congestion Mitigation & Air Quality (federal funding program)
CO:	Carbon Monoxide
DLCD:	Department of Land Conservation and Development
EPA:	Environmental Protection Agency
EQC	Environmental Quality Commission
FAST Act	Fixing America's Surface Transportation Act of 2015
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FY	Fiscal Year
GIS:	Geographic Information Systems
IAMP	Interchange Area Management Plan
IGA	Intergovernmental Agreement
ITS:	Intelligent Transportation Systems
JCT:	Josephine Community Transit
LMP	Limited Maintenance Plan
LOS:	Level of Service, a range of operating conditions for each type of road facility
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century, 2012 transportation act
MRMPO	Middle Rogue Metropolitan Planning Organization
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
TIP:	Transportation Improvement Program
NAAQS:	National Ambient Air Quality Standards
NHS:	National Highway System
NTI:	National Transit Institute
OAR:	Oregon Administrative Rules
ODEQ	Oregon Department of Environmental Quality
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
OHAS:	Oregon Household Activity Survey
OHP	Oregon Highway Plan
OMPOC:	Oregon Metropolitan Planning Organization Consortium
ORS:	Oregon Revised Statutes.
OSTI:	Oregon Sustainable Transportation Initiative
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL112:	Public Law 112, Federal Planning Funds
PM <sub>10</sub> :	Particulate Matter of less than 10 Micrometers
PM <sub>2.5</sub> :	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
RVMPO:	Rogue Valley Metropolitan Planning Organization
SIP:	State Implementation Plan (refers to DEQ air quality plans)
SOV:	Single Occupancy Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program.
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
USDOT:	U.S. Department of Transportation (includes all modal agencies)
V/C:	Volume to Capacity
VHT	Vehicle Hours Traveled
VMT:	Vehicle Miles Traveled