



State of Oregon Department of Environmental Quality

# Notice of Proposed Rulemaking

March 29, 2024

Klamath Falls PM<sub>2.5</sub> Maintenance Plan

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Contact: 800-452-4011 | TTY: 711 | [deqinfo@deq.state.or.us](mailto:deqinfo@deq.state.or.us)

# Introduction

DEQ proposes permanent rule amendments to chapter 340 of the Oregon Administrative Rules to redesignate the Klamath Falls airshed as attainment for the national air quality health standards for small particulate matter (PM<sub>2.5</sub>) and includes a 10-year maintenance plan to keep air quality within the PM<sub>2.5</sub> health standards. DEQ invites public input on these changes.

## Request for other options

Oregon must update its Clean Air Act State Implementation Plan to document that DEQ has the authority, regulations, and enforcement capability to implement the current National Ambient Air Quality Standards (NAAQS) for PM<sub>2.5</sub>. In addition to the redesignation of the Klamath Falls airshed into attainment, a 10-year maintenance plan provides assurance that air quality programs are adequate to prevent future violation of the NAAQS.

## Overview

DEQ is proposing to submit to the U.S. Environmental Protection agency a request to redesignate the Klamath Falls airshed from nonattainment to attainment with the 24-hour National Ambient Air Quality Standard for small particulate, diameter less than 2.5 microns.

With each PM<sub>2.5</sub> redesignation request, the Clean Air Act requires that states submit a revision of the applicable State Implementation Plan to provide for maintenance of the PM<sub>2.5</sub> NAAQS for at least 10 years after the redesignation. This is called a PM<sub>2.5</sub> Maintenance Plan. The 10-year maintenance period begins on the effective date of EPA's approval of the redesignation request, as published in the Federal Register.

DEQ proposes to submit a revision to the State of Oregon Clean Air Act Implementation Plan, referred to as the State implementation Plan (SIP) under OAR 340-200-0040. This proposed revision would:

- Redesignate the Klamath Falls airshed as attainment for the 24-hour PM<sub>2.5</sub> NAAQS; and
- Include a maintenance plan to keep air quality within the PM<sub>2.5</sub> health standards for at least 10 years after the redesignation.

EPA designated the area within the Klamath Falls airshed nonattainment for PM<sub>2.5</sub> and classified the area as moderate in 2009. Oregon Department of Environmental Quality developed the [2012 Attainment Plan](#) to meet the daily PM<sub>2.5</sub> standard by the Clean Air Act deadline of Dec. 31, 2014. The 2012 Attainment Plan was approved by the Environmental Quality Commission on Nov. 16, 2012 and incorporated into the SIP. On Dec. 30, 2014 ([79 FR 78372](#)) EPA proposed and on Aug. 25, 2015 ([80 FR 51470](#)) EPA finalized approval of the emissions inventory and control measures for the Klamath Falls nonattainment area.

EPA subsequently made a finding of attainment and clean data determination based on 2012-2014 air monitoring data, on June 6, 2016 ([81 FR 36176](#)), effective July 6, 2016.

Designation of the Klamath Falls area as nonattainment for PM<sub>2.5</sub> activated existing state and federal regulations for major industrial sources. These requirements, known as New Source Review rules, require strict PM<sub>2.5</sub> pollution controls on new and expanding industry, as well as the requirement that facilities offset PM<sub>2.5</sub> increases with decreases obtained from other area industrial facilities. Klamath Falls area's redesignation to attainment would confer economic and community benefits.

## Procedural Summary

### More information

Information about this rulemaking is on this rulemaking's web page: [Klamath Falls PM2.5 Maintenance Plan 2024](#)

### Public Hearings

DEQ plans to hold one public hearing. Anyone can attend a hearing in person, or by webinar or teleconference.

Date: April 29, 2024

Start time: 5:30 PM

[Join via Zoom](#)

Meeting ID: 893 6401 2156

One tap mobile

+12532050468,,89364012156# US

+12532158782,,89364012156# US (Tacoma)

Instructions on how to join webinar or teleconference: [Instructions](#)

### How to comment on this rulemaking proposal

DEQ is asking for public comment on the proposed rules. Anyone can submit comments and questions about this rulemaking. DEQ will accept comments by email, postal mail or verbally at the public hearing.

- Email: Send comments by email to: [KFalls.2024@DEQ.oregon.gov](mailto:KFalls.2024@DEQ.oregon.gov)
- Postal mail: Oregon DEQ, Attn: Graham Bates, 700 NE Multnomah Street, Suite 600, Portland, Oregon 97232-4100
- At public hearing: 5:30 p.m., Monday, April 29, 2024

### Comment deadline

DEQ will consider comments on the proposed rules received by: 11:59 p.m., on April 29, 2024.

## **Note for public university students**

ORS 192.345(29) allows Oregon public university and OHSU students to protect their university email addresses from disclosure under Oregon's public records law. If you are an Oregon public university or OHSU student, notify DEQ that you wish to keep your email address confidential.

## **Sign up for rulemaking notices**

Get email or text updates about this rulemaking by either:

- Signing up through this link: [Air Quality Maintenance Plans GovDelivery](#);
- Signing up on the rulemaking web site: [Klamath Falls PM2.5 Maintenance Plan 2024](#)

## **What will happen next?**

DEQ will include a written response to comments in a staff report DEQ will submit to the Environmental Quality Commission. DEQ may modify the rule proposal based on the comments.

Proposed rules only become effective if the Environmental Quality Commission adopts them. DEQ's intended action is to present the proposed rule changes to the EQC as soon as possible after the earliest date on which the rule changes could take effect. DEQ intends to submit the proposed SIP changes to the EQC on May 23-24, 2024.

# Statement of need

## What need would the proposed rule address?

The Klamath Falls PM<sub>2.5</sub> Attainment Plan was adopted by the Environmental Quality Commission in 2012 and approved by EPA in December 2015. EPA found the Klamath Falls area in attainment with the PM<sub>2.5</sub> NAAQS in 2016. This proposed redesignation request and maintenance plan outlines the specific air pollution control strategies necessary to maintain the Klamath Falls area's compliance with the 24-hour PM<sub>2.5</sub> NAAQS.

If adopted, the proposed Klamath Falls PM<sub>2.5</sub> Redesignation Request and Maintenance Plan and associated rule will be submitted to EPA for approval as part of Oregon's State Clean Air Act Implementation Plan.

## How would the proposed rule address the need?

As follow-up to the Klamath Falls PM<sub>2.5</sub> Attainment Plan and as required, the maintenance plan would ensure maintaining the 24-hour National Ambient Air Quality Standard (NAAQS) for PM<sub>2.5</sub> in the Klamath Falls area.

## How will DEQ know the rule addressed the need?

The 24-hour PM<sub>2.5</sub> standard will be maintained during the 10-year maintenance period. DEQ's air monitoring equipment will document that air quality in Klamath Falls meets the federal health standard.

# Federal relationship

ORS 183.332, 468A.327 and OAR 340-011-0029 require DEQ to attempt to adopt rules that correspond with existing equivalent federal laws and rules unless there are reasons not to do so.

This section complies with OAR 340-011-0029 and ORS 468A.327 to clearly identify the relationship between the proposed rules and applicable federal requirements.

The proposed rules add requirements additional to those in federal requirements. This rulemaking imposes additional requirements to implement the applicable federal requirements for compliance with particulate standards. Section 110 of the Clean Air Act, 42 U.S.C. §7410 requires DEQ to adopt a maintenance plan to reduce particulate matter of 2.5 micrometers and less (PM<sub>2.5</sub>) so that the Klamath Falls area maintains compliance with the National Ambient Air Quality Standards (NAAQS). The plan must also show the area will continue to meet NAAQS in the future and provide contingency measures in case it fails. Federal requirements mandate adoption of a plan that demonstrates the area will reach attainment of the standard; however, the specific strategies to achieve the standard are not mandated.

The Klamath Falls PM<sub>2.5</sub> Maintenance Plan is a comprehensive mixture of emission reduction strategies consisting of local ordinances, DEQ regulations, and non-regulatory elements including incentives and education. Residential wood combustion is the most significant contributor to PM<sub>2.5</sub> in Klamath Falls. The strategies targeting reduction in woodstove emissions include woodstove curtailment levels to increase number of days when burning is restricted or prohibited, requiring removal of an uncertified woodstove upon sale of a home, enforcement of wood stove curtailment, opacity limit on residential woodburning emissions, and expansion of educational efforts to reduce PM<sub>10</sub> from woodsmoke. The plan also requires public agencies to avoid prescribed burning if the smoke is expected to affect Klamath Falls.

If listed strategies fail to maintain attainment with the standard in the Klamath Falls area, a set of contingency strategies would become effective. These contingency provisions include development of Red Day Plans for industrial sources of PM<sub>2.5</sub> with Title V permits to be implemented on non-wildfire related predicted red days when and if the Klamath Falls Contingency Plan goes into effect. Development of updated RACT measures for industrial sources with the capacity to emit more than 50 pounds per day of PM<sub>2.5</sub>. Continuing to fund wood stove changeouts within the Klamath Falls nonattainment area. Prohibition of the use of fireplaces with visible emissions at all times, as determined by EPA Method 22. Use of application process for debris burning or agricultural burning to spread out incidences of burning and limit exceedances. Development of a street sweeping plan with local highway districts and the Oregon Department of Transportation to prioritize the reduction of fugitive road dust, and Additional street paving projects.

Federal requirements set by EPA outline the procedures for preparing, adopting and submitting attainment plans, but Oregon has flexibility about how to meet the standards by establishing specific requirements.

## **What alternatives did DEQ consider if any?**

DEQ did not consider alternatives to the development of a PM<sub>2.5</sub> Maintenance Plan and Redesignation Request for the Klamath Falls Area because this is part of the process required by the Clean Air Act to comply with the NAAQS.

The proposed Klamath Falls PM<sub>2.5</sub> maintenance plan requires that strategies included in the 2012 PM<sub>2.5</sub> Attainment Plan continue to be implemented into the future. In developing the additional proposed strategies for the Maintenance Plan, DEQ, the Klamath Falls air quality advisory committee and Klamath County officials considered a number of alternatives. The proposed strategies were recommended over alternatives based on evaluation of their technological feasibility and environmental, health, economic, and social impacts. The advisory committee recommended two sets of strategies: an initial set of strategies that brought the community into compliance with the federal PM<sub>2.5</sub> air quality standard by 2014 and a second set of contingency provisions which would be implemented in the event that the federal PM<sub>2.5</sub> standard is exceeded in future years.

# Rules affected, authorities, supporting documents

## Lead division

Air Quality Planning

## Program or activity

State Implementation Plan

## Chapter 340 action

Amend OAR				
340-204-0010	340-204-0030	340-204-0040	340-240-0010	340-240-0500
340-200-0040	340-240-0560	340-240-0550		

Statutory Authority - ORS				
468.020	468.065	468A.025	468A.035	468A

Statutes Implemented - ORS				
468A.035	468A.135			

## Documents relied on for rulemaking

Document title	Document location
The federal Clean Air Act	<a href="https://www.epa.gov/clean-air-act-overview/clean-air-act-title-i-air-pollution-prevention-and-control-parts-through-d#id">https://www.epa.gov/clean-air-act-overview/clean-air-act-title-i-air-pollution-prevention-and-control-parts-through-d#id</a>
EPA Guidance on Redesignation and Maintenance Planning	<a href="https://www.epa.gov/ground-level-ozone-pollution/procedures-processing-requests-redesignate-areas-attainment">https://www.epa.gov/ground-level-ozone-pollution/procedures-processing-requests-redesignate-areas-attainment</a>
Klamath County Clean Air Ordinance	<a href="https://www.klamathcounty.org/383/Air-Quality">https://www.klamathcounty.org/383/Air-Quality</a>
Klamath County Clean Air Ordinance (Red Lined)	<a href="https://www.oregon.gov/deq/rulemaking/Pages/kfalls2024.aspx">https://www.oregon.gov/deq/rulemaking/Pages/kfalls2024.aspx</a>
2012 Klamath Falls Attainment Plan	<a href="https://www.oregon.gov/deq/FilterDocs/KFallsAttPlan2012.pdf">https://www.oregon.gov/deq/FilterDocs/KFallsAttPlan2012.pdf</a>

# Fee Analysis

This rulemaking does not involve fees.



# Statement of fiscal and economic impact

## Fiscal and Economic Impact

The proposed maintenance plan includes emission reduction strategies that can be implemented through rules and local ordinances. These emission reduction strategies have already been in place since the Attainment Plan was approved in 2012. The proposed changes should not create barriers to economic growth, and in fact with the redesignation of the area to maintenance there should be more economic benefits. The largest impacts of this proposed plan will be to the wood-burning homeowner, as some of the emission reduction strategies may result in increased heating costs. However, the homeowner could also experience benefits as a result of the proposed plan through the improvement of air quality in Klamath Falls, potentially decreasing individual health care costs such as those related to asthma.

## Statement of Cost of Compliance

### State agencies

The proposed rule has no fiscal or economic impact on state agencies.

### Local governments

The proposed rules have no fiscal or economic impact on local governments. However, maintenance plan implementation would include DEQ continuing to fund the local air quality program with a combination of EPA Targeted Airshed Grant funds and local funds. This rulemaking will likely result in some direct negative economic impacts to the county government through the implementation and enforcement of the ordinance. However, the implementation and enforcement of the ordinance also has the potential to reduce county public health costs and reduce lost economic opportunities as a result of the attainment status of the area.

### Public

The proposed rules have no fiscal or economic impact on the public. However, maintenance plan implementation would include an existing county ordinance that increases restrictions on wood burning when weather conditions could lead to accumulation of particulate in the Klamath Falls area. The more curtailment (red) days called, the more costs could be accrued by wood-burning residents in terms of higher electric or oil heating costs. These heating costs are variable depending on the alternative heat source used, the number of curtailment days called during the winter heating season, the cost to purchase cordwood or the transportation costs for a homeowner to cut and haul wood. This additional cost for non-wood fuels could be offset by the positive economic impact of lower health care costs and fewer missed work days if Klamath Falls is able to maintain particulate levels below standards. Costs could also be offset by grant funding allowing residents to switch to cleaner heating equipment and apply for utility assistance for energy costs subject to their income.

## **Large businesses - businesses with more than 50 employees**

The proposed rules have no fiscal or economic impact on the large businesses.

## **Small businesses – businesses with 50 or fewer employees**

The proposed rules have no fiscal or economic impact on the small businesses.

### **ORS 183.336 - Cost of Compliance for Small Businesses**

#### **a. Estimated number of small businesses and types of businesses and industries with small businesses subject to proposed rule.**

No new industrial rules are included in the proposal. Reasonably available control technology and fugitive dust control requirements already apply to existing facilities.

#### **b. Projected reporting, recordkeeping and other administrative activities, including costs of professional services, required for small businesses to comply with the proposed rule.**

There is no expected cost from administrative activities and other professional services required of small businesses resulting from this proposed rule.

#### **c. Projected equipment, supplies, labor and increased administration required for small businesses to comply with the proposed rule.**

Home heating retailers and installers will not face new requirements for equipment, supplies, labor or administration unless there is a need to account for the added woodstove replacements. This effect would be indirect and offset by positive economic benefits of increased sales.

#### **d. Describe how DEQ involved small businesses in developing this proposed rule.**

DEQ did not involve small businesses in the development of this proposed rule as there is no expected impact on small businesses and other industry in the Klamath Falls airshed.

## **Documents relied on for fiscal and economic impact**

<b>Document title</b>	<b>Document location</b>
Klamath Falls 2012 PM <sub>2.5</sub> Attainment Plan	<a href="https://www.oregon.gov/deq/FilterDocs/KFallsAttPlan2012.pdf">https://www.oregon.gov/deq/FilterDocs/KFallsAttPlan2012.pdf</a>
Klamath Falls PM <sub>2.5</sub> Maintenance Plan and Redesignation Request	<a href="https://www.oregon.gov/deq/rulemaking/Pages/KFalls2024.aspx">https://www.oregon.gov/deq/rulemaking/Pages/KFalls2024.aspx</a>

# Advisory committee fiscal review

DEQ did not appoint a new advisory committee for fiscal review in the development of this proposed rule as there is no expected fiscal impact or other adverse impact on small businesses and other industry in the Klamath Falls airshed. All requirements applicable to wood burners and industrial facilities were already applicable in the airshed since the approval of the PM<sub>2.5</sub> Attainment Plan in 2012.

## Housing cost

As ORS 183.534 requires, DEQ evaluated whether the proposed rules would have an effect on the development cost of a 6,000-square-foot parcel and construction of a 1,200-square-foot detached, single-family dwelling on that parcel.

DEQ determined the proposed rules would have no effect on the development costs. No additional requirements apply to housing development as a result of this rule.

## Racial Equity

ORS 183.335(2)(a)(F) requires agencies to provide a statement identifying how adoption of the rule will affect racial equity in this state.

Due to the limited geographic scope of this rulemaking, adoption of the rule will not have an effect on racial equity in the state outside of the Klamath Falls Airshed. Within the Airshed, the maintenance of PM<sub>2.5</sub> health-based standards has a potential to positively affect racial equity due to the documented disparate impact of particulate matter pollution on people of color, regardless of region or income.

## Environmental Justice Considerations

ORS 182.545 requires natural resource agencies to consider the effects of their actions on environmental justice issues.

182.545 Duties of natural resource agencies. In order to provide greater public participation and to ensure that all persons affected by decisions of the natural resource agencies have a voice in those decisions, each natural resource agency shall:

(1) In making a determination whether and how to act, consider the effects of the action on environmental justice issues.

(2) Hold hearings at times and in locations that are convenient for people in the communities that will be affected by the decisions stemming from the hearings.

(3) Engage in public outreach activities in the communities that will be affected by decisions of the agency.

(4) Create a citizen advocate position that is responsible for:

(a) Encouraging public participation;

(b) Ensuring that the agency considers environmental justice issues; and

(c) Informing the agency of the effect of its decisions on communities traditionally underrepresented in public processes.

***Environmental Justice analysis***

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. DEQ is committed to incorporating environmental justice best practices into its programs and decision-making, to ensure all people in Oregon have equitable environmental and public health protections.

The tables below are a demographic analysis of the Klamath Falls Nonattainment Area. Analysis was completed on the Klamath Falls Nonattainment Area by intersecting the shapefile of the area with census tract-level demographic data, using 5-year American Community Survey data (2015-2019).

<b>Table 1. Proportion of population below 2x the federal poverty level</b>			
	<b>State of Oregon</b>	<b>Klamath County</b>	<b>Klamath Falls NAA</b>
Estimated number of individuals	1,248,919	29,253	19,511
Corresponding estimated percent of population	31%	44%	39%

<b>Table 2. Racial demographics for the state of Oregon, Klamath County and the Klamath Falls NAA</b>			
	<b># of individuals and percentage of total population</b>		
<b>Demographic category in US Census</b>	<b>State of Oregon</b>	<b>Klamath County</b>	<b>Klamath Falls NAA</b>
Asian	17,8412 (4%)	682 (1%)	592 (1%)
Black or African American	75, 232 (2%)	446 (<1%)	405 (<1%)
Native Hawaiian or Other Pacific Islander	15,785 (<1%)	38 (<1%)	22 (<1%)
Hispanic or Latinx	537,217 (13%)	8,740 (13%)	7,220 (14%)
American Indian or Alaska Native	38,050 (1%)	2,626 (4%)	1,587 (3%)
White	3,125,842 (76%)	52,101 (78%)	39,506 (77%)
<i>Note: estimated percentages are represented in parentheses after each population number.</i>			

The compliance with PM<sub>2.5</sub> health-based air quality standards will advance environmental justice by measurably improving air quality and thereby health outcomes for a rural area with a significant population of low-income residents who have, on average, lower levels of education than people elsewhere in the state. Klamath Falls also has approximately three times the indigenous/Native American population than the state average, even when narrowing the lens to the nonattainment area itself. Few people in the

United States have been as impacted by the disparities of environmental injustice as Native peoples. Nearly one in ten residents speaks a language other than English at home, many of whom speak Spanish.

In Klamath Falls, more than one in six (17.38%) community members are older adults, aged 64 or older. These populations often have preexisting conditions that make them even more vulnerable to the effects of air pollution and are often on fixed incomes. More than one in four (26.05%) community members is under the age of 18. Not only do these age groups have high levels of vulnerability to air pollution, but they also have less access to resources, making them an especially important target for funding to improve public health. In addition to higher populations of vulnerable age groups, Klamath County is on an upward trend at 65.9 per 100,000 deaths due to Chronic Lower Respiratory Disease, which is an umbrella term that includes asthma, emphysema, bronchitis, and Chronic Obstructive Pulmonary Disease. This is in comparison to the Oregon rate of 40.2 deaths per 100,000 and the average US value of 41.1. According to EJScreen's Health Disparities layer, census tracts within the Klamath Falls Nonattainment Area show some of the highest rates of asthma in the state—as high as 12.5%, compared to the state average of 11.1% and the national average of 7.0%.<sup>2</sup> Reducing PM emissions may improve these health outcomes and increase wellbeing for both the older adult population and the youth population.

This project will also increase economic development opportunities by bringing the area into attainment with the PM NAAQS. Without nonattainment restrictions there may be a reduction in community members leaving the area. The community has already been negatively impacted by the closure of several wood products mills in town over the past 20 years, and the nonattainment designation has made it more difficult for new industry to locate in the area. As the PM<sub>2.5</sub> challenges are centered around wood stoves, it is incumbent upon the community to reduce these emissions as much as possible. The continued applicability of the Control Measures in the Maintenance Area, including the continued enforcement of the woodstove curtailment program and open burning restrictions, will positively impact public health throughout the community, including on those environmental justice populations described above.

## Land use

### Land-use considerations

DEQ determined that these proposed rules do not affect land use under OAR 340-018-0030 or DEQ's State Agency Coordination Program.

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<sup>1</sup> CDC Data for the South Central region of OR, including Klamath and Lake Counties (2022). <https://www.healthyclamath.org/indicators/index/view?indicatorId=97&localeId=131552> (Accessed 11/23/22).

<sup>2</sup> These figures reference CDC data as well as EJScreen. Oregon Tracking Network (2022), <https://ephtracking.cdc.gov/showInfoByLocationExt/?&FIPS=41035> (Accessed 11/29/22).

In adopting new or amended rules, ORS 197.180 and OAR 340-018-0070 require DEQ to determine whether the proposed rules significantly affect land use. If so, DEQ must explain how the proposed rules comply with statewide land-use planning goals and local acknowledged comprehensive plans.

Under OAR 660-030-0005 and OAR 340 Division 18, DEQ considers that rules affect land use if:

- The statewide land use planning goals specifically refer to the rule or program, or
- The rule or program is reasonably expected to have significant effects on:
- Resources, objects, or areas identified in the statewide planning goals, or
- Present or future land uses identified in acknowledge comprehensive plans

DEQ determined whether the proposed rules involve programs or actions that affect land use by reviewing its Statewide Agency Coordination plan. The plan describes the programs that DEQ determined significantly affect land use. DEQ considers that its programs specifically relate to the following statewide goals:

<b>Goal</b>	<b>Title</b>
5	Natural Resources, Scenic and Historic Areas, and Open Spaces
6	Air, Water and Land Resources Quality
11	Public Facilities and Services
16	Estuarine Resources
19	Ocean Resources

Statewide goals also specifically reference the following DEQ programs:

- Nonpoint source discharge water quality program – Goal 16
- Water quality and sewage disposal systems – Goal 16
- Water quality permits and oil spill regulations – Goal 19

# **EQC Prior Involvement**

DEQ did not present additional information specific to this proposed rule revision at a previous Environmental Quality Commission meeting.

# Advisory Committee

## Background

DEQ convened the Klamath Falls Air Quality advisory committee. The committee included representatives from community, local government and industrial groups and met six times.

The committee members were:

<b>Rulemaking Name Advisory Committee</b>	
<b>Name</b>	<b>Representing</b>
Addie Clark	Oregon Institute of Technology
Lance Lindow	Klamath County Health
Scott McEnroe	Collins Products
William Surber	Columbia Forest Products
Rich Coffman	Private Citizen
Mike Cook	Chiloquin Fire District
Pam Ruddock/Kristine Pereira	Klamath County South Central Oregon Economic Development District
Ipo Ross	Pine Grove Catholic Cemetery
Francisco Venegas	Oregon Human Development Corporation
Zakary Jackson	Klamath Tribes
Randall Baley	Oregon Department of Forestry

## Committee discussions

In addition to the recommendations described under the Statement of Fiscal and Economic Impact section above, the committee discussed the progress Klamath Falls has made in the reduction of PM<sub>2.5</sub> emissions and the impact to public health. The Committee also reviewed the Control Measures that will be ongoing into the Maintenance Period, and agreed on contingency provisions which would be implemented in the event that the federal PM<sub>2.5</sub> standard is exceeded in future years.



# Public Engagement

## Public notice

DEQ provided notice of the proposed rulemaking and rulemaking hearing by:

- On March 29, 2024 Filing notice with the Oregon Secretary of State for publication in the April 1, 2024 Oregon Bulletin;
- Posting the Notice, Invitation to Comment and Draft Rules on the web page for this rulemaking, located at: <https://www.oregon.gov/deq/rulemaking/Pages/kfalls2024.aspx> ;
- Emailing interested parties on the following DEQ lists through GovDelivery:
  - Rulemaking
  - DEQ Public Notices
  - Klamath Falls Air Pollution
  - Air Quality Maintenance Plans
- Emailing the following key legislators required under [ORS 183.335](#):
  - Senator Dennis Linthicum
  - Representative Emily McIntire
  - Senator Rob Wagner
  - Representative Julie Fahey
- Posting on the DEQ event calendar: [DEQ Calendar](#)

## How to comment on this rulemaking proposal

DEQ is asking for public comment on the proposed rules. Anyone can submit comments and questions about this rulemaking. DEQ will accept comments by email, postal mail or verbally at the public hearing.

- **Email:** Send comments by email to: [KFalls.2024@DEQ.oregon.gov](mailto:KFalls.2024@DEQ.oregon.gov)
- Postal mail: Oregon DEQ, Attn: Graham Bates, 700 NE Multnomah Street, Suite 600, Portland, Oregon 97232-4100
- At public hearing: 5:30 p.m., Monday, April 29, 2024 (see below)

## Comment deadline

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## Public Hearings

DEQ plans to hold one virtual public hearing.

**Date:** April 29, 2024

**Start time:** 5:30 p.m.

[Join via Zoom](#)

Meeting ID: 893 6401 2156

One tap mobile  
+12532050468,,89364012156# US  
+12532158782,,89364012156# US (Tacoma)

### **Note for public university students**

ORS 192.345(29) allows Oregon public university and OHSU students to protect their university email addresses from disclosure under Oregon’s public records law. If you are an Oregon public university or OHSU student, notify DEQ that you wish to keep your email address confidential.

DEQ will consider all comments and testimony received before the closing date. DEQ will summarize all comments and respond to comments in the Environmental Quality Commission staff report.

## **Accessibility Information**

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DEQ does not discriminate on the basis of race, color, national origin, disability, age or sex in administration of its programs or activities.

Visit DEQ’s [Civil Rights and Environmental Justice page](#).

# Supporting Documents

Copies of the Klamath Falls Redesignation Request and Maintenance Plan for PM2.5 along with the appendices are posted on this rulemaking's webpage: [Klamath Falls PM2.5 Maintenance Plan 2024](#)

# Draft Rules – Edits Highlighted

## Key to Identifying Changed Text:

~~Deleted Text~~

New/inserted text

### Division 200

## GENERAL AIR POLLUTION PROCEDURES AND DEFINITIONS

### 340-200-0040

#### State of Oregon Clean Air Act Implementation Plan

(1) This implementation plan, consisting of Volumes 2 and 3 of the State of Oregon Air Quality Control Program, contains control strategies, rules and standards prepared by DEQ and is adopted as the State Implementation Plan (SIP) of the State of Oregon under the FCAA, 42 U.S.C.A 7401 to 7671q.

(2) Except as provided in section (3), revisions to the SIP will be made under the EQC's rulemaking procedures in OAR chapter 340, division 11 of this chapter and any other requirements contained in the SIP and will be submitted to the EPA for approval. The SIP was last modified by the EQC on ~~November 17, 2023~~. [May 23-24, 2024](#).

(3) Notwithstanding any other requirement contained in the SIP, DEQ may:

(a) Submit to the EPA any permit condition implementing a rule that is part of the federally-approved SIP as a source-specific SIP revision after DEQ has complied with the public hearings provisions of 40 C.F.R. 51.102; and

(b) Approve the standards submitted by LRAPA if LRAPA adopts verbatim, other than non-substantive differences, any standard that the EQC has adopted, and submit the standards to EPA for approval as a SIP revision.

(4) Revisions to the State of Oregon Clean Air Act Implementation Plan become federally enforceable upon approval by the EPA. If any provision of the federally approved State Implementation Plan conflicts with any provision adopted by the EQC, DEQ must enforce the more stringent provision.

**Statutory/Other Authority:** ORS 468A & ORS 468.020

**Statutes/Other Implemented:** ORS 468A.035 & 468A.135

#### History:

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[DEQ 2-2022, amend filed 02/03/2022, effective 02/03/2022](#)

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[DEQ 197-2018, amend filed 11/16/2018, effective 11/16/2018](#)  
[DEQ 192-2018, amend filed 09/14/2018, effective 09/14/2018](#)  
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DEQ 7-2017, f. & cert. ef. 7-13-17  
DEQ 2-2017, f. & cert. ef. 1-19-17  
DEQ 14-2015, f. & cert. ef. 12-10-15  
DEQ 10-2015, f. & cert. ef. 10-16-15  
DEQ 7-2015, f. & cert. ef. 4-16-15  
DEQ 6-2015, f. & cert. ef. 4-16-15  
DEQ 7-2014, f. & cert. ef. 6-26-14  
DEQ 6-2014, f. & cert. ef. 3-31-14  
DEQ 5-2014, f. & cert. ef. 3-31-14  
DEQ 4-2014, f. & cert. ef. 3-31-14  
DEQ 1-2014, f. & cert. ef. 1-6-14  
DEQ 12-2013, f. & cert. ef. 12-19-13  
DEQ 11-2013, f. & cert. ef. 11-7-13  
DEQ 4-2013, f. & cert. ef. 3-27-13  
DEQ 10-2012, f. & cert. ef. 12-11-12  
DEQ 7-2012, f. & cert. ef. 12-10-12  
DEQ 1-2012, f. & cert. ef. 5-17-12  
DEQ 18-2011, f. & cert. ef. 12-21-11  
DEQ 5-2011, f. 4-29-11, cert. ef. 5-1-11  
DEQ 2-2011, f. 3-10-11, cert. ef. 3-15-11  
DEQ 1-2011, f. & cert. ef. 2-24-11  
DEQ 14-2010, f. & cert. ef. 12-10-10  
DEQ 5-2010, f. & cert. ef. 5-21-10  
DEQ 2-2010, f. & cert. ef. 3-5-10  
DEQ 8-2009, f. & cert. ef. 12-16-09  
DEQ 3-2009, f. & cert. ef. 6-30-09  
DEQ 15-2008, f. & cert. ef. 12-31-08  
DEQ 14-2008, f. & cert. ef. 11-10-08  
DEQ 12-2008, f. & cert. ef. 9-17-08  
DEQ 11-2008, f. & cert. ef. 8-29-08  
DEQ 5-2008, f. & cert. ef. 3-20-08  
DEQ 8-2007, f. & cert. ef. 11-8-07

DEQ 4-2007, f. & cert. ef. 6-28-07  
DEQ 3-2007, f. & cert. ef. 4-12-07  
DEQ 4-2006, f. 3-29-06, cert. ef. 3-31-06  
DEQ 2-2006, f. & cert. ef. 3-14-06  
DEQ 9-2005, f. & cert. ef. 9-9-05  
DEQ 7-2005, f. & cert. ef. 7-12-05  
DEQ 4-2005, f. 5-13-05, cert. ef. 6-1-05  
DEQ 2-2005, f. & cert. ef. 2-10-05  
DEQ 1-2005, f. & cert. ef. 1-4-05  
DEQ 10-2004, f. & cert. ef. 12-15-04  
DEQ 1-2004, f. & cert. ef. 4-14-04  
DEQ 19-2003, f. & cert. ef. 12-12-03  
DEQ 14-2003, f. & cert. ef. 10-24-03  
DEQ 5-2003, f. & cert. ef. 2-6-03  
DEQ 11-2002, f. & cert. ef. 10-8-02  
DEQ 5-2002, f. & cert. ef. 5-3-02  
DEQ 4-2002, f. & cert. ef. 3-14-02  
DEQ 17-2001, f. & cert. ef. 12-28-01  
DEQ 16-2001, f. & cert. ef. 12-26-01  
DEQ 15-2001, f. & cert. ef. 12-26-01  
DEQ 6-2001, f. 6-18-01, cert. ef. 7-1-01  
DEQ 4-2001, f. & cert. ef. 3-27-01  
DEQ 2-2001, f. & cert. ef. 2-5-01  
DEQ 21-2000, f. & cert. ef. 12-15-00  
DEQ 20-2000 f. & cert. ef. 12-15-00  
DEQ 17-2000, f. & cert. ef. 10-25-00  
DEQ 16-2000, f. & cert. ef. 10-25-00  
DEQ 13-2000, f. & cert. ef. 7-28-00  
DEQ 8-2000, f. & cert. ef. 6-6-00  
DEQ 6-2000, f. & cert. ef. 5-22-00  
DEQ 2-2000, f. 2-17-00, cert. ef. 6-1-01  
DEQ 15-1999, f. & cert. ef. 10-22-99  
DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-020-0047  
DEQ 10-1999, f. & cert. ef. 7-1-99  
DEQ 6-1999, f. & cert. ef. 5-21-99  
DEQ 5-1999, f. & cert. ef. 3-25-99  
DEQ 1-1999, f. & cert. ef. 1-25-99  
DEQ 21-1998, f. & cert. ef. 10-12-98  
DEQ 20-1998, f. & cert. ef. 10-12-98  
DEQ 17-1998, f. & cert. ef. 9-23-98  
DEQ 16-1998, f. & cert. ef. 9-23-98  
DEQ 15-1998, f. & cert. ef. 9-23-98  
DEQ 10-1998, f. & cert. ef. 6-22-98  
DEQ 24-1996, f. & cert. ef. 11-26-96  
DEQ 23-1996, f. & cert. ef. 11-4-96  
DEQ 22-1996, f. & cert. ef. 10-22-96

DEQ 19-1996, f. & cert. ef. 9-24-96  
DEQ 15-1996, f. & cert. ef. 8-14-96  
DEQ 8-1996(Temp), f. & cert. ef. 6-3-96  
DEQ 20-1995 (Temp), f. & cert. ef. 9-14-95  
DEQ 19-1995, f. & cert. ef. 9-1-95  
DEQ 17-1995, f. & cert. ef. 7-12-95  
DEQ 14-1995, f. & cert. ef. 5-25-95  
DEQ 10-1995, f. & cert. ef. 5-1-95  
DEQ 9-1995, f. & cert. ef. 5-1-95  
DEQ 25-1994, f. & cert. ef. 11-2-94  
DEQ 15-1994, f. 6-8-94, cert. ef. 7-1-94  
DEQ 14-1994, f. & cert. ef. 5-31-94  
DEQ 5-1994, f. & cert. ef. 3-21-94  
DEQ 1-1994, f. & cert. ef. 1-3-94  
DEQ 19-1993, f. & cert. ef. 11-4-93  
DEQ 17-1993, f. & cert. ef. 11-4-93  
DEQ 16-1993, f. & cert. ef. 11-4-93  
DEQ 15-1993, f. & cert. ef. 11-4-93  
DEQ 12-1993, f. & cert. ef. 9-24-93  
DEQ 8-1993, f. & cert. ef. 5-11-93  
DEQ 4-1993, f. & cert. ef. 3-10-93  
DEQ 27-1992, f. & cert. ef. 11-12-92  
DEQ 26-1992, f. & cert. ef. 11-2-92  
DEQ 25-1992, f. 10-30-92, cert. ef. 11-1-92  
DEQ 20-1992, f. & cert. ef. 8-11-92  
DEQ 19-1992, f. & cert. ef. 8-11-92  
DEQ 7-1992, f. & cert. ef. 3-30-92  
DEQ 3-1992, f. & cert. ef. 2-4-92  
DEQ 1-1992, f. & cert. ef. 2-4-92  
DEQ 25-1991, f. & cert. ef. 11-13-91  
DEQ 24-1991, f. & cert. ef. 11-13-91  
DEQ 23-1991, f. & cert. ef. 11-13-91  
DEQ 22-1991, f. & cert. ef. 11-13-91  
DEQ 21-1991, f. & cert. ef. 11-13-91  
DEQ 20-1991, f. & cert. ef. 11-13-91  
DEQ 19-1991, f. & cert. ef. 11-13-91  
DEQ 2-1991, f. & cert. ef. 2-14-91  
DEQ 31-1988, f. 12-20-88, cert. ef. 12-23-88  
DEQ 21-1987, f. & cert. ef. 12-16-87  
DEQ 8-1987, f. & cert. ef. 4-23-87  
DEQ 5-1987, f. & cert. ef. 3-2-87  
DEQ 4-1987, f. & cert. ef. 3-2-87  
DEQ 21-1986, f. & cert. ef. 11-7-86  
DEQ 20-1986, f. & cert. ef. 11-7-86  
DEQ 10-1986, f. & cert. ef. 5-9-86  
DEQ 5-1986, f. & cert. ef. 2-21-86

DEQ 12-1985, f. & cert. ef. 9-30-85  
DEQ 3-1985, f. & cert. ef. 2-1-85  
DEQ 25-1984, f. & cert. ef. 11-27-84  
DEQ 18-1984, f. & cert. ef. 10-16-84  
DEQ 6-1983, f. & cert. ef. 4-18-83  
DEQ 1-1983, f. & cert. ef. 1-21-83  
DEQ 21-1982, f. & cert. ef. 10-27-82  
DEQ 14-1982, f. & cert. ef. 7-21-82  
DEQ 11-1981, f. & cert. ef. 3-26-81  
DEQ 22-1980, f. & cert. ef. 9-26-80  
DEQ 21-1979, f. & cert. ef. 7-2-79  
DEQ 19-1979, f. & cert. ef. 6-25-79  
DEQ 54, f. 6-21-73, cert. ef. 7-1-73  
DEQ 35, f. 2-3-72, cert. ef. 2-15-72

## **Division 204 DESIGNATION OF AIR QUALITY AREAS**

### **340-204-0010 Definitions**

The definitions in OAR 340-200-0020 and this rule apply to this division. If the same term is defined in this rule and 340-200-0020, the definition in this rule applies to this division. Definitions of boundaries in this rule also apply to OAR 340 divisions 200 through 268 and throughout the State of Oregon Clean Air Act Implementation Plan adopted under 340-200-0040.

(1) “Eugene-Springfield UGB” means the area within the bounds beginning at the Willamette River at a point due east from the intersection of East Beacon Road and River Loop No.1; thence southerly along the Willamette River to the intersection with Belt Line Road; thence easterly along Belt Line Road approximately one-half mile to the intersection with Delta Highway; thence northwesterly and then northerly along Delta Highway and on a line north from the Delta Highway to the intersection with the McKenzie River; thence generally southerly and easterly along the McKenzie River approximately eleven miles to the intersection with Marcola Road; thence southwesterly along Marcola Road to the intersection with 42nd Street; thence southerly along 42nd Street to the intersection with the northern branch of US Highway 126; thence easterly along US Highway 126 to the intersection with 52nd Street; thence north along 52nd Street to the intersection with High Banks Road; thence easterly along High Banks Road to the intersection with 58th Street; thence south along 58th Street to the intersection with Thurston Road; thence easterly along Thurston Road to the intersection with the western boundary of Section 36, T17S, R2W; thence south to the southwest corner of Section 36, T17S, R2W; thence west to the Springfield City Limits; thence following the Springfield City Limits southwesterly to the intersection with the western boundary of Section 2, T18S, R2W; thence on a line southwest to the Private Logging Road approximately one-half mile away; thence southeasterly along the Private Logging Road to the intersection with Wallace Creek; thence southwesterly along Wallace Creek to the confluence with the Middle Fork of the Willamette River; thence



generally northwesterly along the Middle Fork of the Willamette River approximately seven and one-half miles to the intersection with the northern boundary of Section 11, T18S, R3W; thence west to the northwest corner of Section 10, T18S, R3W; thence south to the intersection with 30th Avenue; thence westerly along 30th Avenue to the intersection with the Eugene City Limits; thence following the Eugene City Limits first southerly then westerly then northerly and finally westerly to the intersection with the northern boundary of Section 5, T18S, R4W; thence west to the intersection with Greenhill Road; thence north along Greenhill Road to the intersection with Barger Drive; thence east along Barger Drive to the intersection with the Eugene City Limits (Ohio Street); thence following the Eugene City Limits first north then east then north then east then south then east to the intersection with Jansen Drive; thence east along Jansen Drive to the intersection with Belt Line Road; thence northeasterly along Belt Line Road to the intersection with Highway 99; thence northwesterly along Highway 99 to the intersection with Clear Lake Road; thence west along Clear Lake Road to the intersection with the western boundary of Section 9, T17S, R4W; thence north to the intersection with Airport Road; thence east along Airport Road to the intersection with Highway 99; thence northwesterly along Highway 99 to the intersection East Enid Road; thence east along East Enid Road to the intersection with Prairie Road; thence southerly along Prairie Road to the intersection with Irvington Road; thence east along Irvington Road to the intersection with the Southern Pacific Railroad Line; thence southeasterly along the Southern Pacific Railroad Line to the intersection with Irving Road; thence east along Irving Road to the intersection with Kalmia Road; thence northerly along Kalmia Road to the intersection with Hyacinth Road; thence northerly along Hyacinth Road to the intersection with Irvington Road; thence east along Irvington Road to the intersection with Spring Creek; thence northerly along Spring Creek to the intersection with River Road; thence northerly along River Road to the intersection with East Beacon Drive; thence following East Beacon Drive first east then south then east to the intersection with River Loop No.1; thence on a line due east to the Willamette River and the point of beginning.

(2) “Grants Pass CBD” means the area within the City of Grants Pass enclosed by “B” Street on the north, 8th Street to the east, “M” Street on the south, and 5th Street to the west.

(3) Grants Pass Control Area means the area of the state beginning at the northeast corner of Section 35, T35S, R5W; thence south to the southeast corner of Section 11, T37S, R5W; thence west to the southwest corner of Section 9, T37S, R6W; thence north to the northwest corner of Section 33, T35S, R6W; thence east to the point of beginning.

(4) “Grants Pass UGB” as shown on the Plan and Zoning maps for the City of Grants Pass as of Feb. 1, 1988 is the area within the bounds beginning at the NW corner of Sec. 7, T36S, R5W; thence south to the SW corner of Sec. 7; thence west along the southern boundary of Sec. 12, T36S, R5W approx. 2000 feet; thence south approx. 100 feet to the northern right of way of the Southern Pacific Railroad Line (SPRR Line); thence southeasterly along said right of way approx. 800 feet; thence south approx. 400 feet; thence west approx. 1100 feet; thence south approx. 700 feet to the intersection with the Hillside Canal; thence west approx. 100 feet; thence south approx. 550 feet to the intersection with Upper River Road; thence southeasterly along Upper River Road and continuing east along Old Upper River Road approx. 700 feet; thence

south approx. 1550 feet; thence west approx. 350 feet; thence south approx. 250 feet; thence west approx. 1000 feet; thence south approx. 600 feet to the north end of Roguela Lane; thence east approx. 400 feet; thence south approx. 1400 feet to the intersection with Lower River Road; thence west along Lower River Road approx. 1400 feet; thence south approx. 1350 feet; thence west approx. 25 feet; thence south approx. 1200 feet to the south bank of the Rogue River; thence northwesterly along said bank approx. 2800 feet; thence on a line southwesterly and parallel to Parkhill Place approx. 600 feet; thence northwesterly at a 90 degree angle approximately 300 feet to the intersection with Parkhill Place; thence southwesterly along Parkhill Place approx. 250 feet; thence on a line southeasterly forming a 90 degree angle approximately 300 feet to a point even with Leonard Road; thence west approx. 1500 feet along Leonard Road; thence north approx. 200 feet; thence west to the west side of Schroeder Lane; thence north approx. 150 feet; thence west approx. 200 feet; thence south to the intersection with Leonard Road; thence west along Leonard Road approx. 450 feet; thence north approx. 300 feet; thence east approx. 150 feet; thence north approx. 400 feet; thence west approx. 500 feet; thence south approx. 300 feet; thence west to the intersection with Coutant Lane; thence south along Coutant Lane to the intersection with Leonard Road; thence west along Leonard Road to the intersection with Buena Vista Lane; thence north along the west side of Buena Vista Lane approx. 200 feet; thence west approx. 150 feet; thence north approx. 150 feet; thence west approx. 200 feet; thence north approx. 400 feet; thence west approx. 600 feet to the intersection with the western boundary of Sec. 23, T36S, R6W; thence south to the intersection with Leonard Road; thence west along Leonard Road approx. 300 feet; thence north approx. 600 feet to the intersection with Darneille Lane; thence northwesterly along Darneille Lane approx. 200 feet; thence west approx. 300 feet; thence south approx. 600 feet to the intersection with Leonard Road; thence west along Leonard Road approx. 700 feet; thence south approx. 1350 feet; thence east approx. 1400 feet to the intersection with Darneille Lane; thence south along Darneille Lane approx. 600 feet; thence west approx. 300 feet; thence south to the intersection with Redwood Avenue; thence east along Redwood Avenue to the intersection with Hubbard Lane and the western boundary of Sec. 23, T36S, R6W; thence south along Hubbard Lane approx. 1850 feet; thence west approx. 1350 feet ; thence south to the south side of U.S. Highway 199; thence westerly along U.S. 199 approx. 1600 feet to the intersection with the north-south midpoint of Sec. 27, T36S, R6W; thence south approx. 2200 feet; thence east approx. 1400 feet; thence north approx. 1000 feet; thence east approx. 300 feet; thence north approx. 250 feet to the intersection with the Highline Canal; thence northerly along the Highline Canal approx. 900 feet; thence east to the intersection with Hubbard Lane; thence north along Hubbard Lane approximately 600 feet; thence east approx. 200 feet; thence north approx. 400 feet to a point even with Canal Avenue; thence east approx. 550 feet; thence north to the south side of U.S. 199; thence easterly along the southern edge of U.S. 199 to the intersection with Willow Lane; thence south along Willow Lane to the intersection with Demaray Drive; thence easterly along Demaray Drive and continuing along the southern edge of U.S. 199 to the intersection with Dowell Road; thence south along Dowell Road approx. 550 feet; thence easterly approx. 750 feet; thence north to the intersection with the South Canal; thence easterly along the South Canal to the intersection with Schutzwahl Lane; thence south approx. 1300 feet to a point even with West Harbeck Road; thence east approx. 2000 feet to the intersection with Allen Creek; thence southerly along Allen Creek approx. 1400 feet to a point even with Denton Trail to the west; thence west to the intersection with Highline Canal; thence southerly along Highline Canal to the intersection with the southern boundary of Sec. 25, T36S, R6W; thence east to the intersection with Allen Creek; thence

southerly along Allen Creek to the intersection with the western boundary of Sec. 31, T36S, R5W; thence south to the SW corner of Sec. 31; thence east to the intersection with Williams Highway; thence southeasterly along Williams Highway approx. 1300 feet; thence east approx. 200 feet; thence north approx. 400 feet; thence east approx. 700 feet; thence north to the intersection with Espey Road; thence west along Espey Road approx. 150 feet; thence north approx. 600 feet; thence east approx. 300 feet; thence north approx. 2000 feet; thence west approx. 2100 feet; thence north approx. 1350 feet; thence east approx. 800 feet; thence north approx. 2800 feet to the east-west midline of Sec. 30, T36S, R5W; thence on a line due NE approx. 600 feet; thence north approx. 100 feet; thence east approx. 600 feet; thence north approx. 100 feet to the intersection with Highline Canal; thence easterly along Highline Canal approx. 1300 feet; thence south approx. 100 feet; thence east to the intersection with Harbeck Road; thence north along Harbeck Road to the intersection with Highline Canal; thence easterly along Highline Canal to a point approx. 250 feet beyond Skyway Road; thence south to the intersection with Skyway Road; thence east to the intersection with Highline Canal; thence southeasterly along Highline Canal approx. 1200 feet; thence on a line due SW to the intersection with Bluebell Lane; thence southerly along Bluebell Lane approx. 150 feet; thence east to the intersection with Sky Crest Drive; thence southerly along Sky Crest Drive to the intersection with Harper Loop; thence southeasterly along Harper Loop to the intersection with the east-west midline of Sec. 29, T36S, R5W; thence east approx. 400 feet; thence south approx. 1300 feet to a point even with Troll View Road to the east; thence east to the intersection with Hamilton Lane; thence north along Hamilton Lane to the intersection with the Highline Canal; thence northeasterly along the Highline Canal to the northern boundary of Sec. 28, T36S, R5W; thence east approx. 1350 feet to the transmission line; thence north to the intersection with Fruitdale Drive; thence southwesterly along Fruitdale Drive approx. 700 feet; thence north to the northern edge of U.S. 199; thence easterly along the northern edge of U.S. 199 approx. 50 feet; thence north to the north bank of the Rogue River; thence northeasterly along the north bank of the Rogue River approx. 2100 feet to a point even with Ament Road; thence north to Ament Road and following Ament Road to U.S. Interstate Highway 5 (U.S. I-5); thence continuing north to the 1200 foot contour line; thence following the 1200 foot contour line northwesterly approx. 7100 feet to the city limits and a point even with Savage Street to the west; thence north following the city limits approx. 400 feet; thence west to the intersection with Beacon Street; thence north along Beacon Street and the city limits approx. 250 feet; thence east along the city limits approx. 700 feet; thence north along the city limits approx. 2200 feet; thence southwesterly along the city limits approximately 800 feet to the intersection with the 1400 foot contour line; thence northerly and northwesterly along the 1400 foot contour line approx. 900 feet to the intersection with the northern boundary of Sec. 9, T36S, R5W; thence west along said boundary approx. 100 feet to the NW corner of Sec. 9; thence south along the western boundary of Sec. 9 approx. 700 feet; thence west approx. 1400 feet; thence north approx. 2400 feet; thence west approx. 1350 feet; thence north approx. 1100 feet to the city limits; thence following the city limits first west approx. 1550 feet, then south approx. 800 feet, then west approx. 200 feet, then south approx. 200 feet, then east approx. 200 feet, then south approx. 300 feet, and finally westerly approx. 1200 feet to the intersection with the western boundary of Sec. 5, T36S, R5W; thence south along said boundary to the northern side of Vine Avenue; thence northwesterly along the northern side of Vine Avenue approx. 3150 feet to the intersection with the west fork of Gilbert Creek; thence north to the intersection with the southern right of way of U.S. I-5; thence northwesterly along said right of way approx. 1600 feet; thence south to the intersection

with Old Highland Avenue; thence northwesterly along Highland Avenue approx. 650 feet; thence west approx. 350 feet; thence south approx. 1400 feet; thence east approx. 700 feet; thence south approx. 1000 feet; thence on a line SW approx. 800 feet; thence south approx. 1400 feet to the intersection with the northern boundary of Sec. 7, T36S, R5W; thence west to the NW corner of Sec. 7, the point of beginning.

(5) “Klamath Falls control area” means the area of the state beginning at the northeast corner of Section 8, T38S, R10E, thence south to the southeast corner of Section 5, T40S, R10E; thence west to the southwest corner of Section 3, T40S, R8E; thence north to the northwest corner of Section 10, T38S, R8E; thence east to the point of beginning.

(6) “Klamath Falls ~~nonattainment~~ maintenance area” means the area of the state beginning at the northwest corner of Section 31, T37S, R9E; thence east approximately two miles to the northeast corner of Section 32; thence south approximately four miles to the southeast corner of Section 17, T38S, R9E; thence east approximately one mile to the southwest corner of Section 15; thence north approximately one mile to the northwest corner of Section 15; thence east approximately 2 miles to the northeast corner of Section 14; thence south approximately one mile to the northwest corner of section 24; thence east approximately one mile to the northeast corner of Section 24; thence south approximately three miles to the southeast corner of Section 36; thence east approximately four miles to the northeast corner of Section 3, T39S, R10E; thence south approximately three miles to the southeast corner of Section 15; thence west approximately two miles to the southwest corner of Section 16; thence south approximately two miles to the southeast corner of Section 29; thence west approximately five miles to the southwest corner of Section 27, T39S, R9E; thence north approximately one mile to the northeast corner of Section 27; thence west approximately four miles to the southwest corner of Section 24, T39S R8E; thence north approximately two miles to the northeast corner of Section 13; thence west approximately one mile to the southwest corner of Section 11; thence north approximately four miles to the northwest corner of Section 26 T38S, R8E; thence west one mile to the southwest corner of Section 22; thence north approximately one mile to the northwest corner of Section 22; thence west approximately one mile to the southwest corner of Section 16; thence north approximately one mile to the northeast corner of Section 16; thence west approximately one mile to the southwest corner of Section 8; thence north approximately two miles to the northwest corner of Section 5; thence east to the northeast corner of Section 1; thence north approximately one mile to the point of beginning.

(7) “Klamath Falls UGB” means the area within the bounds beginning at the southeast corner of Section 36, Township 38 South, Range 9 East; thence northerly approximately 4500 feet; thence westerly approximately 1/4 mile; thence northerly approximately 3/4 mile into Section 25, T38S, R9E; thence westerly approximately 1/4 mile; thence northerly approximately 1/2 mile to the southern boundary of Section 24, T38S, R9E; thence westerly approximately 1/2 mile to the southeast corner of Section 23, T38S, R9E; thence northerly approximately 1/2 mile; thence westerly approximately 1/4 mile; thence northerly approximately 1/2 mile to the southern boundary of Section 14, T38S, R9E; thence generally northwesterly along the 5000 foot elevation contour line approximately 3/4 mile; thence westerly 1 mile; thence north to the intersection with the northern boundary of Section 15, T38S, R9E; thence west 1/4 mile along the northern boundary of Section 15, T38S, R9E; thence generally southeasterly following the

4800 foot elevation contour line around the old Oregon Institute of Technology Campus to meet with the westerly line of Old Fort Road in Section 22, T38S, R9E; thence southwesterly along the westerly line of Old Fort Road approximately 1 and 1/4 miles to Section 27, T38S, R9E; thence west approximately 1/4 mile; thence southwesterly approximately 1/2 mile to the intersection with Section 27, T38S, R9E; thence westerly approximately 1/2 mile to intersect with the Klamath Falls City Limits at the northerly line of Loma Linda Drive in Section 28, T38S, R9E; thence northwesterly along Loma Linda Drive approximately 1/4 mile; thence southwesterly approximately 1/8 mile to the Klamath Falls City Limits; thence northerly along the Klamath Falls City Limits approximately 1 mile into Section 21, T38S, R9E; thence westerly approximately 1/4 mile; thence northerly approximately 1 mile into Section 17, T38S, R9E; thence westerly approximately 3/4 mile into Section 17, T38S, R9E; thence northerly approximately 1/4 mile; thence westerly approximately 1 mile to the west boundary of Highway 97 in Section 18, T38S, R9E; thence southeasterly along the western boundary of Highway 97 approximately 1/2 mile; thence southwesterly away from Highway 97; thence southeasterly to the intersection with Klamath Falls City Limits at Front Street; thence westerly approximately 1/4 mile to the western boundary of Section 19, T38S, R9E; thence southerly approximately 1 and 1/4 miles along the western boundary of Section 19, T38S, R9E and the Klamath Falls City Limits to the south shore line of Klamath Lake; thence northwesterly along the south shore line of Klamath Lake approximately 1 and 1/4 miles across Section 25, T38S, R9E and Section 26, T38S, R9E; thence westerly approximately 1/2 mile along Section 26, T38S, R9E; thence southerly approximately 1/2 mile to Section 27, T38S, R9E to the intersection with eastern boundary of Orindale Draw, thence southerly along the eastern boundary of Orindale Draw approximately 1 and 1/4 miles into Section 35, T38S, R9E; thence southerly approximately 1/2 mile into Section 2, T39S, R8E; thence easterly approximately 1/4 mile; thence northerly approximately 1/4 mile to the southeast corner of Section 35, T38S, R8E and the Klamath Falls City Limits; thence easterly approximately 1/2 mile to the northern boundary of Section 1, T38S, R8E; thence southeasterly approximately 1/2 mile to Orindale Road; thence north 500 feet along the west side of an easement; thence easterly approximately 1 and 1/4 miles through Section 1, T38S, R8E to the western boundary of Section 6, T39S, R9E; thence southerly approximately 3/4 mile to the southwest corner of Section 6, T39S, R9E; thence easterly approximately 1/8 mile to the western boundary of Highway 97; thence southwesterly along the Highway 97 right-of-way approximately 1/4 mile; thence westerly approximately 1/2 mile to Agate Street in Section 7, T39S, R8E; thence northerly approximately 1/4 mile; thence westerly approximately 3/4 mile to Orindale Road in Section 12, T39S, R8E; thence northerly approximately 1/4 mile into Section 1, T39S, R8E; thence westerly approximately 3/4 mile to the Section 2, T39S, R8E boundary line; thence southerly approximately 3/4 mile along the Section 2, T39S, R8E boundary line to the northwest corner of Section 12, T39S, R8E; thence westerly approximately 1/8 mile into Section 11, T39S, R8E; thence southerly approximately 1/8 mile; thence northeasterly approximately 3/4 mile to the southern boundary of Section 12, T39S, R8E at Balsam Drive; thence southerly approximately 1/4 mile into Section 12, T39S, R8E; thence easterly approximately 1/4 mile to Orindale Road; thence southeasterly approximately 500 feet to Highway 66; thence southwesterly approximately 1/2 mile along the boundary of Highway 66 to Holiday Road; thence southerly approximately 1/2 mile into Section 13, T39S, R8E; thence northeasterly approximately 1/4 mile to the eastern boundary of Section 13, T39S, R8E; thence northerly approximately 1/4 mile along the eastern boundary of Section 13, T39S, R8E; thence westerly approximately 1/4 mile to Weyerhaeuser Road; thence northerly approximately 1/8

mile; thence easterly approximately 1/8 mile; thence northerly approximately 1/8 mile; thence westerly approximately 1/8 mile to Farrier Avenue; thence northerly approximately 1/4 mile; thence easterly approximately 1/4 mile to the eastern boundary of Section 13, T39S, R8E; thence northerly approximately 1/8 mile along the eastern boundary of Section 13, T39S, R8E; thence easterly approximately 1/4 mile along the northern section line of Section 18, T39S, R8E; thence southerly approximately 1/4 mile; thence easterly approximately 1/2 mile to the boundary of Highway 97; thence southerly approximately 1/3 mile to the Burlington Northern Right-of-Way; thence northeasterly approximately 1 and 1/3 miles along the high water line of the Klamath River to the Southside Bypass in Section 8, T39S, R9E; thence southeasterly along the Southside Bypass to the Southern Pacific Right-of-Way in Section 9, T39S, R9E; thence southerly approximately 1/2 mile along the Southern Pacific Right-of-Way; thence southwesterly approximately 1/4 mile along the Midland Highway; thence southeasterly approximately 1/4 mile to the old railroad spur; thence easterly 1/4 mile along the old railroad spur; thence southerly approximately 1/4 mile in Section 16, T39S, R9E; thence westerly approximately 1/3 mile; thence southerly approximately 1/4 mile; thence easterly approximately 1/16 mile in Section 21, T39S, R9E; thence southerly approximately 1/8 mile to the Lost River Diversion Channel; thence southeasterly approximately 1/4 mile along the northern boundary of the Lost River Diversion Channel; thence easterly approximately 3/4 mile along Joe Wright Road into Section 22, T39S, R9E; thence southeasterly approximately 1/8 mile on the eastern boundary of the Southern Pacific Right-of-Way; thence southeasterly approximately 1 mile along the western boundary of the Southern Pacific Right-of-Way across Section 22, T39S, R9E and Section 27, T39S, R9E to a point 440 yards south of the northern boundary of Section 27, T39S, R9E; thence easterly to Kingsley Field; thence southeasterly approximately 3/4 mile to the southern boundary of Section 26, T39S, R9E; thence east approximately 1/2 mile along the southern boundary of Section 26, T39S, R9E to a pond; thence north-northwesterly for 1/2 mile following the Klamath Falls City Limits; thence north 840 feet; thence east 1155 feet to Homedale Road; thence north along Homedale Road to a point 1/4 mile north of the southern boundary of Section 23, T39S, R9E; thence west 1/4 mile; thence north 1 mile to the Southside Bypass in Section 14, T39S, R9E; thence east 1/2 mile along the Southside Bypass to the eastern boundary of Section 14, T39S, R9E; thence north 1/2 mile; thence east 900 feet into Section 13, T39S, R9E; thence north 1320 feet along the USBR 1-C 1-A to the southern boundary of Section 12, T39S, R9E; thence north 500 feet to the USBR A Canal; thence southeasterly 700 feet along the southern border of the USBR A Canal back into Section 13, T39S, R9E; thence southeast 1600 feet to the northwest parcel corner of an easement for the Enterprise Irrigation District; thence east-northeast 2200 feet to the eastern boundary of Section 13, T39S, R9E; thence north to the southeast corner of Section 12, T39S, R9E; thence along the Enterprise Irrigation Canal approximately 1/2 mile to Booth Road; thence east 1/2 mile to Vale Road; thence north 1 mile to a point in Section 6, T39S, R10E that is approximately 1700 feet north of the southern boundary of Section 6, T39S, R10E; thence west approximately 500 feet; thence south approximately 850 feet; thence west approximately 200 feet; thence north approximately 900 feet; thence west approximately 1600 feet to the western boundary of Section 6, T39S, R10E; thence north approximately 1/2 mile to the southeast corner of Section 36, T38S, R9E, the point of beginning.

(8) "La Grande UGB" means the area within the bounds beginning at the point where U.S. Interstate 84 (I-84) intersects Section 31, Township 2 South, Range 38 East; thence east along I-84 to the Union County Fairgrounds; thence north and then east on a line encompassing the

Union County Fairgrounds to the intersection with Cedar Street; thence further east approximately 500 feet, encompassing two (2) residential properties; thence on a line south to the intersection with the northern bank of the Grande Ronde River; thence westerly along the northern bank of the Grande Ronde River to the intersection with the western edge of Mount Glenn Road and Riverside Park; thence north along the western edge of Mount Glenn Road and Riverside Park to the intersection with Fruitdale Road; thence east along Fruitdale Road and the northern boundary of Riverside Park to the eastern boundary of Riverside Park; thence south along the eastern boundary of Riverside Park to the north bank of the Grande Ronde River; thence on a line southeast to the intersection with the northern edge of I-84; thence easterly along the northern edge of I-84 to May Street; thence easterly along May Street to the intersection with State Highway 82; thence northeasterly along State Highway 82 to the a point approximately 1/4 mile from the eastern edge of Section 4, T3S, R38E; thence south to the intersection with Section 9, T3S, R38E, and the southern edge of Buchanan Avenue; thence west along the southern edge of Buchanan Avenue to the intersection with the northern edge of I-84; thence on a line south to the southern edge of I-84; thence southeasterly along the southern edge of I-84 approximately 2500 feet; thence on a line due west approximately 1400 feet; thence on a line due south to the intersection with the Union Pacific Railroad Line; thence southeasterly along the Union Pacific Railroad Line to the intersection with Gekeler Lane; thence west along Gekeler Lane to the intersection with U.S. Highway 30; thence southeast along U.S. Highway 30 to the intersection with the western boundary of Section 15, T3S, R38E; thence on a line west following existing property boundaries approximately 2900 feet; thence on a line north following existing property boundaries approximately 250 feet; thence on a line east following existing property boundaries approximately 650 feet; thence north on a line to the intersection with Gekeler Lane; thence west along Gekeler Lane to the intersection with 20th Avenue; thence south along 20th Avenue to the intersection with Foothill Road; thence southeasterly along Foothill Road approximately 2900 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line south following existing property boundaries approximately 1250 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line north following existing property boundaries approximately 450 feet to the intersection with the southernmost part of the La Grande City Limits; thence westerly and northwesterly along the southernmost part of the La Grande City Limits approximately 1100 feet to the intersection with the 3000 foot elevation contour line; thence westerly following the 3000 foot elevation contour line and existing property boundaries approximately 2200 feet; thence on a line north following existing property boundaries approximately 1900 feet; thence on a line west following existing property boundaries approximately 500 feet; thence on a line north to the La Grande City Limits; thence west along the La Grande City Limits and following existing property boundaries approximately 650 feet; thence on a line south following existing property boundaries approximately 900 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line north to the intersection with the La Grande City Limits; thence west along the southern boundary of the La Grande City Limits to the intersection with the western boundary of the La Grande City Limits; thence north along the western boundary of the La Grande City Limits and following existing property lines approximately 500 feet; thence on a line west following existing property boundaries approximately 200 feet; thence on a line north following existing property boundaries approximately 700 feet; thence east to the first 3000 foot elevation contour line west of the La Grande City Limits; thence northerly following that 3000 foot elevation contour line to the intersection with Deal Canyon Road;

thence easterly along Deal Canyon Road to the intersection with the western boundary of the La Grande City Limits; thence northerly along the western boundary of the La Grande City Limits to the intersection with U.S. Highway 30; thence northwesterly along U.S. Highway 30 and following existing property boundaries approximately 1400 feet; thence on a line west to the intersection with the western boundary of Section 6, T3S, R38E; thence north along the western boundaries of Section 6, T3S, R38E and Section 31, T2S, R38E to the point of beginning.

(9) "Lakeview UGB" means the area beginning at the corner common to sections 21, 22, 27, and 28, T39S, R20E; thence north on the section line between section 21 and 22 to the section corner common to section 15, 16, 21, and 22; thence west along the section line between section 21 and 16 to the section corner common to sections 16, 17, 20, and 21; thence north along the section line between section 16 and 17 approximately 3550 feet to the east branch of Thomas Creek; thence northwesterly along the east branch of Thomas Creek to the center line of Highway 140; thence east along the center line of Highway 140 to the section corner common to sections 8, 9, 16, and 17, T39S, R20E; thence north along the section line between sections 8 and 9 to the section corner common to sections 4, 5, 8, and 9, T39S, R20E; thence north along the section line between section 4 and 5 to the section corner common to section 4 and 5, T39S, R20E and sections 32 and 33, T38S, R20E; thence east along the section line between sections 4 and 33 to the section corner common to sections 3 and 4, T39S, R20E and sections 33 and 34, T38S, R20E; thence south along the eastern boundary of section 4 approximately 4,1318.6 feet; thence S 89 degrees, 11 minutes W 288.28 feet to the east right of way line of the old Paisley/Lakeview Highway; thence S 21 degrees, 53 minutes E along the eastern right of way of the old Paisley/Lakeview Highway 288.4 feet; thence S 78 degrees, 45 minutes W 1375 feet; thence S 3 degrees, 6 minutes, and 30 seconds W 200 feet; thence S 77 degrees, 45 minutes W 136 feet to the east right of way line of U.S. Highway 395; thence southeasterly along the east right of way line of U.S. Highway 395 53.5 feet; thence N 77 degrees, 45 minutes E 195.6 feet; thence S 38 degrees, 45 minutes E 56.8 feet; thence S 51 degrees, 15 minutes W 186.1 feet to the east right of way of U.S. Highway 395; thence southeast along the eastern right of way line of U.S. Highway 395 2310 feet; thence N 76 degrees, 19 minutes 544.7 feet; thence S 13 degrees, 23 minutes, 21 seconds E 400 feet; thence N 63 degrees, 13 minutes E 243.6 feet to the western line of the old American Forest Products Logging Road; thence southeast along the old American Forest Products Logging Road to the western line of the northeast quadrant of the northwest quadrant of section 10, T39S, R20E; thence southeast to a point on the south line of the northeast quadrant of the northwest quadrant of Section 10, T39S, R20E (this point also bears N 89 degrees, 33 minutes E 230 feet from the center line of U.S. Highway 395); thence south on a line parallel to the east right of way line of U.S. Highway 395 to the south line of the northwest quadrant of section 10, T39S, R20E; thence south 491 feet to the east right of way of U.S. Highway 395; thence southeasterly following the east right of way of U.S. Highway 395 255 feet to the south line of the northeast quadrant of the northeast quadrant of the southwest quadrant of section 10, T39S, R20E; thence east along that south line to the center line of section 10, T39S, R20E; thence continuing east along the same south line to the eastern boundary of section 10, T39S, R20E; thence south along the eastern boundary of section 10 to the section corner common to sections 10, 11, 14, and 15, T39S, R20E; thence south along the section line between section 14 and 15 to the section corner common to sections 14, 15, 22, and 23, T39S, R20E; thence west along the section line between sections 15 and 22 to the northwest corner of the northeast quadrant of the northeast quadrant of section 22, T39S, R20E; thence south along the eastern line



of the western half of the eastern half of section 22 to the southern boundary of section 22, T39S, R20E; thence west along the southern boundary of section 22 to the point of beginning.

(10) “Medford-Ashland Air Quality Maintenance Area” (AQMA) means the area defined as beginning at a point approximately two and quarter miles northeast of the town of Eagle Point, Jackson County, Oregon at the northeast corner of Section 36, Township 35 South, Range 1 West (T35S, R1W); thence South along the Willamette Meridian to the southeast corner of Section 25, T37S, R1W; thence southeast along a line to the southeast corner of Section 9, T39S, R2E; thence south-southeast along line to the southeast corner of Section 22, T39S, R2E; thence South to the southeast corner of Section 27, T39S, R2E; thence southwest along a line to the southeast corner of Section 33, T39S, R2E; thence West to the southwest corner of Section 31, T39S, R2E; thence northwest along a line to the northwest corner of Section 36, T39S, R1E; thence West to the southwest corner of Section 26, T39S, R1E; thence northwest along a line to the southeast corner of Section 7, T39S, R1E; thence West to the southwest corner of Section 12, T39S, R1W, T39S, R1W; thence northwest along a line to southwest corner of Section 20, T38S, R1W; thence West to the southwest corner of Section 24, T38S, R2W; thence northwest along a line to the southwest corner of Section 4, T38S, R2W; thence West to the southwest corner of Section 6, T38S, R2W; thence northwest along a line to the southwest corner of Section 31, T37S, R2W; thence North and East along the Rogue River to the north boundary of Section 32, T35S, R1W; thence East along a line to the point of beginning.

(11) “Medford-Ashland CBD” means the area beginning at the intersection of Crater Lake Highway (Highway 62) south on Biddle Road to the intersection of Fourth Street, west on Fourth Street to the intersection with Riverside Avenue (Highway 99), south on Riverside Avenue to the intersection with Tenth Street, west on Tenth Street to the intersection with Oakdale Avenue, north on Oakdale Avenue to the intersection with Fourth Street, east on Fourth Street to the intersection with Central Avenue, north on Central Avenue to the intersection with Court Street, north on Court Street to the intersection with Crater Lake Highway (Highway 62) and east on Crater Lake Highway to the point of beginning, with extensions along McAndrews Road east from Biddle Road to Crater Lake Avenue, and along Jackson Street east from Biddle Road to Crater Lake Avenue.

NOTE: This definition also marks the area where indirect sources are required to have indirect source construction permits in the Medford area. See OAR 340-254-0040.

(12) “Medford UGB” means the area beginning at the line separating Range 1 West and Range 2 West at a point approximately 1/4 mile south of the northwest corner of Section 31, T36S, R1W; thence west approximately 1/2 mile; thence south to the north bank of Bear Creek; thence west to the south bank of Bear Creek; thence south to the intersection with the Medford Corporate Boundary; thence following the Medford Corporate Boundary west and southwesterly to the intersection with Merriman Road; thence northwesterly along Merriman Road to the intersection with the eastern boundary of Section 10, T36S, R2W; thence south along said boundary line approximately 3/4 mile; thence west approximately 1/3 mile; thence south to the intersection with the Hopkins Canal; thence east along the Hopkins Canal approximately 200 feet; thence south to Rossanely Drive; thence east along Rossanely Drive approximately 200 feet; thence south approximately 1200 feet; thence west approximately 700 feet; thence south approximately

1400 feet; thence east approximately 1400 feet; thence north approximately 100 feet; thence east approximately 700 feet; thence south to Finley Lane; thence west to the end of Finley Lane; thence approximately 1200 feet; thence west approximately 1300 feet; thence north approximately 150 feet; thence west approximately 500 feet; thence south to Highway 238; thence west along Highway 238 approximately 250 feet; thence south approximately 1250 feet to a point even with the end of Renault Avenue to the east; thence east approximately 2200 feet; thence south approximately 1100 feet to a point even with Sunset Court to the east; thence east to and along Sunset Court to the first (nameless) road to the south; thence approximately 850 feet; thence west approximately 600 feet; thence south to Stewart Avenue; thence west along Stewart Avenue approximately 750 feet; thence south approximately 1100 feet; thence west approximately 100 feet; thence south approximately 800 feet; thence east approximately 800 feet; thence south approximately 1000 feet; thence west approximately 350 feet to a point even with the north-south connector street between Sunset Drive and South Stage Road; thence south to and along said connecting road and continuing along South Stage Road to Fairlane Road; thence south to the end of Fairlane Road and extending beyond it approximately 250 feet; thence east approximately 250 feet; thence south approximately 250 feet to the intersection with Judy Way; thence east on Judy Way to Griffin Creek Road; thence north on Griffin Creek Road to South Stage Road; thence east on South Stage Road to Orchard Home Drive; thence north on Orchard Home Drive approximately 800 feet; thence east to Columbus Avenue; thence south along Columbus Avenue to South Stage Road; thence east along South Stage Road to the first road to the north after Sunnyview Lane; thence north approximately 300 feet; thence east approximately 300 feet; thence north approximately 700 feet; thence east to King's Highway; thence north along King's Highway to Experiment Station Road; thence east along Experiment Station Road to Marsh Lane; thence east along Marsh Lane to the northern boundary of Section 6, T38S, R1W; thence east along said boundary approximately 1100 feet; thence north approximately 1200 feet; thence east approximately 1/3 mile; thence north approximately 400 feet; thence east approximately 1000 feet to a drainage ditch; thence following the drainage ditch southeasterly approximately 500 feet; thence east to the eastern boundary of Section 31, T37S, R1W; thence south along said boundary approximately 1900 feet; thence east to and along the loop off of Rogue Valley Boulevard, following that loop to the Southern Pacific Railroad Line (SPRR); thence following SPRR approximately 500 feet; thence south to South Stage Road; thence east along South Stage Road to SPRR; thence southeasterly along SPRR to the intersection with the west fork of Bear Creek; thence northeasterly along the west fork of Bear Creek to the intersection with U.S. Highway 99; thence southeasterly along U.S. Highway 99 approximately 250 feet; thence east approximately 1600 feet; thence south to East Glenwood Road; thence east along East Glenwood Road approximately 1250 feet; thence north approximately 1/2 mile; thence west approximately 250 feet; thence north approximately 1/2 mile to the Medford City Limits; thence east along the city limits to Phoenix Road; thence south along Phoenix Road to Coal Mine Road; thence east along Coal Mine Road approximately 9/10 mile to the western boundary of Section 35, T37S, R1W; thence north to the midpoint of the western boundary of Section 35, T37S, R1W; thence west approximately 800 feet; thence north approximately 1700 feet to the intersection with Barnett Road; thence easterly along Barnett Road to the southeast corner of Section 27, T37S, R1W; thence north along the eastern boundary line of said section approximately 1/2 mile to the intersection with the 1800 foot contour line; thence east to the intersection with Cherry Lane; thence following Cherry Lane southeasterly and then northerly to the intersection with Hillcrest Road; thence east along Hillcrest Road to the

southeast corner of Section 23, T37S, R1W; thence north to the northeast corner of Section 23, T37S, R1W; thence west to the midpoint of the northern boundary of Section 22; T37S, R1W; thence north to the midpoint of Section 15, T37S, R1W; thence west to the midpoint of the western boundary of Section 15, T37S, R1W; thence south along said boundary approximately 600 feet; thence west approximately 1200 feet; thence north approximately 600 feet; thence west to Foothill Road; thence north along Foothill Road to a point approximately 500 feet north of Butte Road; thence west approximately 300 feet; thence south approximately 250 feet; thence west on a line parallel to and approximately 250 feet north of Butte Road to the eastern boundary of Section 8, T37S, R1W; thence north approximately 2200 feet; thence west approximately 1800 feet; thence north approximately 2000 feet; thence west approximately 500 feet; thence north to Coker Butte Road; thence east along Coker Butte Road approximately 550 feet; thence north approximately 1250 feet; thence west to U.S. Highway 62; thence north approximately 3000 feet; thence east approximately 400 feet to the 1340 foot contour line; thence north approximately 800 feet; thence west approximately 200 feet; thence north approximately 250 feet to East Vilas Road; thence east along East Vilas Road approximately 450 feet; thence north approximately 2000 feet to a point approximately 150 feet north of Swanson Creek; thence east approximately 600 feet; thence north approximately 850 feet; thence west approximately 750 feet; thence north approximately 650 feet; thence west approximately 2100 feet; thence on a line southeast approximately 600 feet; thence east approximately 450 feet; thence south approximately 1600 feet; thence west approximately 2000 feet to the continuance of the private logging road north of East Vilas Road; thence south along said logging road approximately 850 feet; thence west approximately 750 feet; thence south approximately 150 feet; thence west approximately 550 feet to Peace Lane; thence north along Peace Lane approximately 100 feet; thence west approximately 350 feet; thence north approximately 950 feet; thence west approximately 1000 feet to the western boundary of Section 31, T36S, R1W; thence north approximately 1300 feet along said boundary to the point of beginning.

(13) “Oakridge UGB” means the area enclosed by the following: Beginning at the northwest corner of Section 17, T21S, R3E and the city limits; thence south along the western boundary of Section 17, T21S, R3E along the city limits approximately 800 feet; thence southwesterly following the city limits approximately 750 feet; thence west along the city limits approximately 450 feet; thence northwesterly along the city limits approximately 450 feet; thence on a line south along the city limits approximately 250 feet; thence on a line east along the city limits approximately 100 feet; thence southwesterly along the city limits approximately 200 feet; thence on a line east along the city limits approximately 400 feet; thence on a line south along the city limits to the channel of the Willamette River Middle Fork; thence south-easterly up the Willamette River Middle Fork along the city limits approximately 7200 feet; thence exiting the Willamette River Middle Fork with the city limits in a northerly manner and forming a rough semicircle with a diameter of approximately one-half mile before rejoining the Willamette River Middle Fork; thence diverging from the city limits upon rejoining the Willamette River Middle Fork and moving southeasterly approximately 5600 feet up the Willamette River Middle Fork to a point on the river even with the point where Salmon Creek Road intersects with U.S. Highway 58; thence on a line east from the channel of the Willamette River Middle Fork across the intersection of Salmon Creek Road and U.S. Highway 58 to the intersection with the Southern Pacific Railroad Line; thence northerly along the Southern Pacific Railroad Line to the intersection with the northern boundary of Section 22, T21S, R3E; thence west along the

northern boundary of Section 22, T21S, R3E to the intersection with Salmon Creek Road; thence on a line north to the intersection with the Southern Pacific Railroad Line; thence east along the Southern Pacific Railroad Line approximately 600 feet; thence on a line north to the intersection with High Prairie Road; thence on a line west approximately 400 feet; thence on a line north to the intersection with the northern boundary of Section 15, T21S, R3E; thence west along the northern boundary of Section 15, T21S, R3E to the intersection with the southeastern corner of Section 9, T21S, R3E; thence north along the eastern boundary of Section 9, T21S, R3E approximately 1300 feet; thence on a line west approximately 1100 feet; thence on a line south to the intersection with West Oak Road; thence northwesterly along West Oak Road approximately 2000 feet; thence on a line south to the intersection with the northern boundary line of the city limits; thence westerly and northwesterly approximately 8000 feet along the city limits to the point of beginning.

(14) "Portland AQMA" means the area within the bounds beginning at the point starting on the Oregon-Washington state line in the Columbia River at the confluence with the Willamette River, thence east up the Columbia River to the confluence with the Sandy River, thence southerly and easterly up the Sandy River to the point where the Sandy River intersects the Clackamas County-Multnomah County line, thence west along the Clackamas County-Multnomah County line to the point where the Clackamas County-Multnomah County line is intersected by H. Johnson Road (242nd), thence south along H. Johnson Road to the intersection with Kelso Road (Boring Highway), thence west along Kelso Road to the intersection with Deep Creek Road (232nd), thence south along Deep Creek Road to the point of intersection with Deep Creek, thence southeasterly along Deep Creek to the confluence with Clackamas River, thence easterly along the Clackamas River to the confluence with Clear Creek, thence southerly along Clear Creek to the point where Clear Creek intersects Springwater Road then to Forsythe Road, thence easterly along Forsythe Road to the intersection with Bradley Road, thence south along Bradley Road to the intersection with Redland Road, thence west along Redland Road to the intersection with Ferguson Road, thence south along Ferguson Road to the intersection with Thayler Road, thence west along Thayler Road to the intersection with Beaver Creek Road, thence southeast along Beaver Creek Road to the intersection with Henrici Road, thence west along Henrici Road to the intersection with State Highway 213 (Mollala Avenue), thence southeast along State Highway 213 to the point of intersection with Beaver Creek, thence westerly down Beaver Creek to the confluence with the Willamette River, thence southerly and westerly up the Willamette River to the point where the Willamette River intersects the Clackamas County-Yamhill County line, thence north along the Clackamas County-Yamhill County line to the point where it intersects the Washington County-Yamhill County line, thence west and north along the Washington County-Yamhill County line to the point where it is intersected by Mount Richmond Road, thence northeast along Mount Richmond Road to the intersection with Patton Valley Road, thence easterly and northerly along Patton Valley Road to the intersection with Tualatin Valley State Highway, thence northerly along Tualatin Valley State Highway to the intersection with State Highway 47, thence northerly along State Highway 47 to the intersection with Dilley Road, thence northwesterly and northerly along Dilley Road to the intersection with Stringtown Road, thence westerly and northwesterly along Stringtown Road to the intersection with Gales Creek Road, thence northwesterly along Gales Creek Road to the intersection with Timmerman Road, thence northerly along Timmerman Road to the intersection with Wilson River Highway, thence west and southwest along Wilson River

Highway to the intersection with Narup Road, thence north along Narup Road to the intersection with Cedar Canyon Road, thence westerly and northerly along Cedar Canyon Road to the intersection with Banks Road, thence west along Banks Road to the intersection with Hahn Road, thence northerly and westerly along Hahn Road to the intersection with Mountaindale Road, thence southeasterly along Mountaindale Road to the intersection with Glencoe Road, thence east-southeasterly along Glencoe Road to the intersection with Jackson Quarry Road, thence north-northeasterly along Jackson Quarry Road to the intersection with Helvetia Road, thence easterly and southerly along Helvetia Road to the intersection with Bishop Road, thence southerly along Bishop Road to the intersection with Phillips Road, thence easterly along Phillips Road to the intersection with the Burlington Northern Railroad Track, thence northeasterly along the Burlington Northern Railroad Line to the intersection with Rock Creek Road, thence east-southeasterly along Rock Creek Road to the intersection with Old Cornelius Pass Road, thence northeasterly along Old Cornelius Pass Road to the intersection with Skyline Boulevard, thence easterly and southerly along Skyline Boulevard to the intersection with Newberry Road, thence northeasterly along Newberry Road to the intersection with State Highway 30 (St. Helens Road), thence northeast on a line over land across State Highway 30 to the Multnomah Channel, thence east-southeasterly up the Multnomah Channel to the difffluence with the Willamette River, thence north-northeasterly down the Willamette River to the confluence with the Columbia River and the Oregon-Washington state line (the point of beginning).

(15) “Portland metropolitan service district boundary” or “Portland Metro” means the boundary surrounding the urban growth boundaries of the cities within the Greater Portland Metropolitan Area. It is defined in the Oregon Revised Statutes (ORS) 268.125 (1989).

(16) “Portland vehicle inspection area” means the area of the state included within the following census tracts, block groups, and blocks as used in the 1990 Federal Census. In Multnomah County, the following tracts, block groups, and blocks are included: Tracts 1, 2, 3.01, 3.02, 4.01, 4.02, 5.01, 5.02, 6.01, 6.02, 7.01, 7.02, 8.01, 8.02, 9.01, 9.02, 10, 11.01, 11.02, 12.01, 12.02, 13.01, 13.02, 14, 15, 16.01, 16.02, 17.01, 17.02, 18.01, 18.02, 19, 20, 21, 22.01, 22.02, 23.01, 23.02, 24.01, 24.02, 25.01, 25.02, 26, 27.01, 27.02, 28.01, 28.02, 29.01, 29.02, 29.03, 30, 31, 32, 33.01, 33.02, 34.01, 34.02, 35.01, 35.02, 36.01, 36.02, 36.03, 37.01, 37.02, 38.01, 38.02, 38.03, 39.01, 39.02, 40.01, 40.02, 41.01, 41.02, 42, 43, 44, 45, 46.01, 46.02, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 57, 58, 59, 60.01, 60.02, 61, 62, 63, 64.01, 64.02, 65.01, 65.02, 66.01, 66.02, 67.01, 67.02, 68.01, 68.02, 69, 70, 71, 72.01, 72.02, 73, 74, 75, 76, 77, 78, 79, 80.01, 80.02, 81, 82.01, 82.02, 83.01, 83.02, 84, 85, 86, 87, 88, 89, 90, 91, 92.01, 92.02, 93, 94, 95, 96.01, 96.02, 97.01, 97.02, 98.01, 98.02, 99.01, 99.02, 99.03, 100, 101, 102, 103.01, 103.02, 104.02, 104.04, 104. 05, 104.06, 104.07; Block Groups 1, 2 of Tract 105; Blocks 360, 361, 362 of Tract 105; that portion of Blocks 357, 399 of Tract 105 beginning at the intersection of the Oregon-Washington State Line (“State Line”) and the northeast corner of Block Group 1 of Tract 105, thence east along the State Line to the intersection of the State Line and the eastern edge of Section 26, Township 1 North, Range 4 East, thence south along the section line to the centerline of State Highway 100 to the intersection of State Highway 100 and the western edge of Block Group 2 of Tract 105. In Clackamas County, the following tracts, block groups, and blocks are included: Tracts 201, 202, 203.01, 203.02, 204.01, 204.02, 205.01, 205.02, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216.01, 216.02, 217, 218, 219, 220, 221.01, 221.02, 222.02, 223, 224, 225, 226, 227.01, 227.02, 228, 229, 230, 231, 232, 233, 234.01, 234.02, , 235, 236, 237; Block Groups 1, 2 of

Tract 241; Block Groups 1, 2, 3, 4 of Tract 242; Block Groups 1, 2 of Tract 243.02. In Yamhill County, the following tract is included: Tract 301, except those areas in Tract 301 that lie within the Newberg City Limits defined as of July 12, 1996, and the following blocks within Tract 301: 102B, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121D, 122B, 122C, 123, 126, and 127B. In Washington County the following tracts, block groups, and blocks are included: Tracts 301, 302, 303, 304.01, 304.02, 305.01, 305.02, 306, 307, 308.01, 308.02, 309, 310.03, 310.04, 310.05, 310.06, 311, 312, 313, 314.01, 314.02, 315.01, 315.04, 315.05, 315.06, 315.07, 315.08, 316.03, 316.04, 316.05, 316.06, 316.07, 317.02, 317.03, 317.04, 318.01, 318.02, 318.03, 319.01, 319.03, 319.04, 320, 321.01, 321.02, 322, 323, 324.02, 324.03, 324.04, 325, 326.01, 326.02, 328, 329, 330, 331, 332, 333; Block Groups 1, 2 of Tract 327; Block Group 1 of Tract 334; Block Group 2 of Tract 335; Block Group 1 of Tract 336. In Columbia County the following tracts, block groups, and blocks are included: Tract 9710.98; Block Groups 2, 3 of Tract 9709.98; Blocks 146B, 148, 152 of Tract 9709.98.

(17) “Rogue Basin” means the area bounded by the following line: Beginning at the NE corner of T32S, R2E, W.M., thence south along range line 2E to the SE corner of T39S; thence west along township line 39S to the NE corner of T40S, R7W; thence south to the SE corner of T40S, R7W; thence west to the SE corner of T40S, R9W; thence north on range line 9W to the NE corner of T39S, R9W; thence east to the NE corner of T39S, R8W; thence north on range line 8W to the SE corner of Section 1, T33S, R8W on the Josephine-Douglas County line; thence east on the Josephine-Douglas and Jackson-Douglas County lines to the NE corner of T32S, R1W; thence east along township line 32S to the NE corner of T32S, R2E to the point of beginning.

(18) “Salem-Keizer Area Transportation Study” or “SKATS” means the area within the bounds beginning at the intersection of U.S. Interstate Highway 5 (I-5) with Battle Creek Road SE and Wiltsey Road, south along I-5 to the intersection with the western boundary of Section 24, T8S, R3W; thence due south on a line to the intersection with Delaney Road; thence easterly along Delaney Road to the intersection with Sunnyside Road; thence north along Sunnyside Road to the intersection with Hylo Road SE; thence west along Hylo Road SE to the intersection with Liberty Road; thence north along Liberty Road to the intersection with Cole Road; thence west along Cole Road to the intersection with Bates Road; thence northerly and easterly along Bates Road to the intersection with Jory Hill Road; thence west along Jory Hill Road to the intersection with Stone Hill Avenue; thence north along Stone Hill Avenue to the intersection with Vita Springs Road; thence westerly along Vita Springs Road to the Willamette River; thence northeasterly downstream the Willamette River to a point adjacent to where the western boundary of Section 30, T7S, R3W intersects the Southern Pacific Railroad Line; thence westerly along the Southern Pacific Railroad Line to the intersection with State Highway 51; thence northeasterly along State Highway 51 to the intersection with Oak Grove Road; thence northerly along Oak Grove Road to the intersection with State Highway 22; thence west on State Highway 22 to the intersection with Oak Grove Road; thence north along Oak Grove Road to the intersection with Orchard Heights Road; thence east and north along Orchard Heights Road to the intersection with Eagle Crest Drive; thence northerly along Eagle Crest Drive to the intersection with Hunt Road; thence north along Hunt Road to the intersection with Fourth Road; thence east along Fourth Road to the intersection with Spring Valley Road; thence north along Spring Valley to the intersection with Oak Knoll Road; thence east along Oak Knoll Road to the intersection with Wallace Road; thence south along Wallace Road to the intersection with

Lincoln Road; thence east along Lincoln Road on a line to the intersection with the Willamette River; thence northeasterly downstream the Willamette River to a point adjacent to where Simon Street starts on the East Bank; thence east and south along Simon Street to the intersection with Salmon; thence east along Salmon to the intersection with Ravena Drive; thence southerly and easterly along Ravena Drive to the intersection with Wheatland Road; thence northerly along Wheatland Road to the intersection with Brooklake Road; thence southeast along Brooklake Road to the intersection with 65th Avenue; thence south along 65th Avenue to the intersection with Labish Road; thence east along Labish Road to the intersection with the West Branch of the Little Pudding River; thence southerly along the West Branch of the Little Pudding River to the intersection with Sunnyview Road; thence east along Sunnyview Road to the intersection with 63rd Avenue; thence south along 63rd Avenue to the intersection with State Street; thence east along State Street to the intersection with 62nd Avenue; thence south along 62nd Avenue to the intersection with Deer Park Drive; thence southwest along Deer Park Drive to the intersection with Santiam Highway 22; thence southeast along Santiam Highway 22 to the point where it intersects the Salem Urban Growth Boundary (SUGB); thence following the southeast boundary of the SUGB generally southerly and westerly to the intersection with Wiltsey Road; thence west along Wiltsey Road to the intersection with I-5 (the point of beginning).

(19) “Umpqua Basin” means the area bounded by the following line: Beginning at the SW corner of Section 2, T19S, R9W, on the Douglas-Lane County lines and extending due south to the SW corner of Section 14, T32S, R9W, on the Douglas-Curry County lines, thence easterly on the Douglas-Curry and Douglas-Josephine County lines to the intersection of the Douglas, Josephine, and Jackson County lines; thence easterly on the Douglas-Jackson County line to the intersection of the Umpqua National Forest boundary on the NW corner of Section 32, T32S, R3W; thence northerly on the Umpqua National Forest boundary to the NE corner of Section 36, T25S, R2W; thence west to the NW corner of Section 36, T25S, R4W; thence north to the Douglas-Lane County line; thence westerly on the Douglas-Lane County line to the starting point.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020 & 468A

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12

DEQ 18-2011, f. & cert. ef. 12-21-11

DEQ 5-2010, f. & cert. ef. 5-21-10

DEQ 3-2007, f. & cert. ef. 4-12-07

DEQ 1-2005, f. & cert. ef. 1-4-05

DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-031-0500

DEQ 1-1999, f. & cert. ef. 1-25-99

DEQ 18-1996, f. & cert. ef. 8-19-96  
DEQ 14-1995, f. & cert. ef. 5-25-95

### **340-204-0030**

#### **Designation of Nonattainment Areas**

~~The following areas are designated as Particulate Matter Nonattainment Areas:~~

~~(1) The Oakridge Nonattainment Area for PM10 is the Oakridge UGB as defined in OAR 340-204-0010.~~

~~(2) The Klamath Falls Nonattainment Area defined in OAR 340-204-0010.~~

~~(3) The Oakridge Nonattainment Area for PM2.5 is defined as a line from Township 21 South, Range 2 East, Section 11 (northwest corner), east to Township 21 South, Range 3 East, Section 11 (northeast corner), south to Township 21 South, Range 3 East, Section 23 (southeast corner), west to Township 21 South, Range 2 East, Section 23 (southwest corner) connecting back to Township 21 South, Range 2 East, Section 11 (northwest corner).~~

There are not currently any areas designated as Nonattainment Areas in the State of Oregon.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.

**Statutory/Other Authority:** ORS 468.020 & 468A.025

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15  
DEQ 10-2012, f. & cert. ef. 12-11-12  
DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-030-0005  
DEQ 4-1993, f. & cert. ef. 3-10-93  
DEQ 23-1991, f. & cert. ef. 11-13-91  
DEQ 22-1989, f. & cert. ef. 9-26-89  
DEQ 4-1978, f. & ef. 4-7-78

**Statutory/Other Authority:** ORS 468.020 & 468A

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15  
DEQ 18-2011, f. & cert. ef. 12-21-11  
DEQ 5-2010, f. & cert. ef. 5-21-10  
DEQ 4-2007, f. & cert. ef. 6-28-07  
DEQ 3-2007, f. & cert. ef. 4-12-07  
DEQ 9-2005, f. & cert. ef. 9-9-05  
DEQ 1-2005, f. & cert. ef. 1-4-05  
DEQ 11-2002, f. & cert. ef. 10-8-02  
DEQ 6-2001, f. 6-18-01, cert. ef. 7-1-01



DEQ 16-2000, f. & cert. ef. 10-25-00  
DEQ 15-1999, f. & cert. ef. 10-22-99  
DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-031-0520  
DEQ 1-1999, f. & cert. ef. 1-25-99  
DEQ 15-1998, f. & cert. ef. 9-23-98  
DEQ 18-1996, f. & cert. ef. 8-19-96  
DEQ 14-1995, f. & cert. ef. 5-25-95

**340-204-0040**  
**Designation of Maintenance Areas**

The following areas are designated as Maintenance Areas:

(1) Carbon Monoxide Maintenance Areas:

(a) The Eugene Maintenance Area for carbon monoxide is the Eugene-Springfield AQMA as defined in OAR 340-204-0010;

(b) The Portland Maintenance Area for carbon monoxide is the Portland Metropolitan Service District as referenced in OAR 340-204-0010;

(c) The Medford Maintenance Area for carbon monoxide is the Medford UGB as defined in OAR 340-204-0010;

~~NOTE: EPA maintenance plan approval and redesignation pending.~~

(d) The Grants Pass Maintenance Area for carbon monoxide is the Grants Pass CBD as defined in OAR 340-204-0010;

(e) The Klamath Falls Maintenance Area for carbon monoxide is the Klamath Falls UGB as defined in OAR 340-204-0010;

(f) The Salem Maintenance Area for carbon monoxide is the Salem-Keizer Area Transportation Study as defined in OAR 340-204-0010.

(2) Ozone Maintenance Areas:

(a) The Medford Maintenance Area for ozone is the Medford-Ashland AQMA as defined in OAR 340-204-0010;

(b) The Oregon portion of the Portland-Vancouver Interstate Maintenance Area for ozone is the Portland AQMA, as defined in OAR 340-204-0010;

(c) The Salem Maintenance Area for ozone is the Salem-Keizer Area Transportation Study as defined in OAR 340-204-0010.

(3) PM10 Maintenance Areas:

(a) The Grants Pass Maintenance Area for PM10 is the Grants Pass UGB as defined in OAR 340-204-0010;

(b) The Klamath Falls Maintenance Area for PM10 is the Klamath Falls UGB as defined in OAR 340-204-0010;

(c) The Medford-Ashland Maintenance Area for PM10 is the Medford-Ashland AQMA as defined in OAR 340-204-0010;

~~NOTE: EPA maintenance plan approval and redesignation pending.~~

(d) The La Grande Maintenance Area for PM10 is the La Grande UGB as defined in OAR 340-204-0010;

~~NOTE: EPA maintenance plan approval and redesignation pending.~~

(e) The Lakeview Maintenance Area for PM10 is the Lakeview UGB as defined in OAR 340-204-0010.

~~NOTE: EPA maintenance plan approval and redesignation pending.~~

(f) The Eugene-Springfield Maintenance Area for PM10 is the Eugene-Springfield UGB as defined in OAR 340-204-0010.

~~NOTE: EPA maintenance plan approval and redesignation pending.~~

(g) The Oakridge Maintenance Area for PM10 is the Oakridge UGB as defined in OAR 340-204-0010.

(4) PM2.5 Maintenance Areas:

(a) The Oakridge Maintenance Area for PM2.5 is defined as a line from Township 21 South, Range 2 East, Section 11 (northwest corner), east to Township 21 South, Range 3 East, Section 11 (northeast corner), south to Township 21 South, Range 3 East, Section 23 (southeast corner), west to Township 21 South, Range 2 East, Section 23 (southwest corner) connecting back to Township 21 South, Range 2 East, Section 11 (northwest corner).

(b) The Klamath Falls Maintenance Area for PM2.5 as defined in 340-204-0010, upon maintenance plan approval and redesignation by EPA.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.

**Statutory/Other Authority:** ORS 468.020 & 468A

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 18-2011, f. & cert. ef. 12-21-11

DEQ 4-2007, f. & cert. ef. 6-28-07

DEQ 3-2007, f. & cert. ef. 4-12-07

DEQ 9-2005, f. & cert. ef. 9-9-05

DEQ 1-2005, f. & cert. ef. 1-4-05

DEQ 11-2002, f. & cert. ef. 10-8-02

DEQ 16-2000, f. & cert. ef. 10-25-00

DEQ 15-1999, f. & cert. ef. 10-22-99

DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-031-0530

DEQ 1-1999, f. & cert. ef. 1-25-99

DEQ 15-1998, f. & cert. ef. 9-23-98

DEQ 18-1996, f. & cert. ef. 8-19-96

DEQ 14-1995, f. & cert. ef. 5-25-95

**Division 240**

**RULES FOR AREAS WITH UNIQUE AIR QUALITY NEEDS**

**340-240-0010**

**Purpose**

The purpose of this division is to address the air quality control needs of the Medford-Ashland AQMA and Grants Pass UGB (OAR 340-240-0100 through 340-240-0270), the La Grande UGB (340-240-0300 through 340-240-0360), the Lakeview UGB (340-240-0400 through 340-240-0440), and the Klamath Falls ~~Nonattainment~~ Maintenance Area (340-240-0500 through 340-240-0630).

NOTE: These rules are included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.

**Statutory/Other Authority:** ORS 468.020 & 468A.025

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12

DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-030-0005

DEQ 4-1993, f. & cert. ef. 3-10-93

DEQ 23-1991, f. & cert. ef. 11-13-91

DEQ 22-1989, f. & cert. ef. 9-26-89

DmmEQ 4-1978, f. & ef. 4-7-78su

### 340-240-0500

#### Klamath Falls ~~Nonattainment~~ Maintenance Area: Applicability

OAR 340-240-0500 through 340-240-0630 apply in the Klamath Falls Nonattainment Area beginning January 1, 2013. Upon EPA approval of the maintenance plan and redesignation, these rules will continue to apply to the Maintenance Area.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.

**Statutory/Other Authority:** ORS 468 & 468A

**Statutes/Other Implemented:** ORS 468A.025

**History:**

DEQ 10-2012, f. & cert. ef. 12-11-12

### 340-240-0550

#### Klamath Falls ~~Nonattainment~~ Maintenance Area: Requirements for New Sources When Using Residential Wood Fuel-Fired Device Offsets

(1) All new or modified sources subject to OAR 340 division 224 may opt to use wood fuel-fired device emission reductions to satisfy offset requirements;

(2) Offsets for decommissioning fireplaces and non-certified woodstoves (including fireplace inserts) must be obtained at the ratio specified in OAR 340-224-0530, as applicable. One ton of emission reductions from fireplaces and non-certified wood stoves offsets one ton of emissions from a proposed new or modified industrial point source proposed to be located inside or impacting the ~~non-attainment area or~~ maintenance area;

(3) Offsets must be obtained from within the Klamath Falls ~~Nonattainment Area and~~ Maintenance Area; and

(4) The emission reductions offsets must be approved by DEQ and comply with OAR 340-240-0560.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.

**Statutory/Other Authority:** ORS 468.020, 468A.025 & 468A.040

**Statutes/Other Implemented:** ORS 468A.025, 468A.035 & 468A.040

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12

### 340-240-0560

#### Klamath Falls ~~Nonattainment~~ Maintenance Area: Real and Permanent PM2.5 and PM10 Offsets

(1) For Klamath Falls and other designated areas when allowed under OAR 340-204-0320, annual emissions reductions offsets for PM<sub>2.5</sub> and PM<sub>10</sub> are determined as follows:

(a) For fireplaces, the emission reductions offsets for decommissioning the fireplace and replacing it with a:

(A) Certified fireplace insert is 0.02 tons for each replaced device;

(B) Pellet stove insert is 0.03 tons for each replaced device; or

(C) Alternative non-wood burning heating system is 0.04 tons for each replaced device.

(b) For non-certified fireplace inserts, the emission reduction for replacing the heating device with a:

(A) Certified fireplace insert is 0.02 tons for each replaced device;

(B) Pellet stove is 0.04 tons for each replaced device; or

(C) Alternative non-wood burning heating system is 0.04 tons for each replaced device.

(c) For conventional (non-certified) woodstoves, the emission reduction for replacing the heating device with a:

(A) Certified woodstove (including both catalytic and non-catalytic designs) or certified fireplace insert is 0.03 tons for each replaced device; or

(B) Pellet stove is 0.05 tons for each replaced device; or

(C) Alternative non-wood burning heating system is 0.06 tons for each replaced device.

(d) For certified woodstoves (including both catalytic and non-catalytic designs), the emission reduction for replacing the heating device with a:

(A) Pellet stove is 0.03 tons for each replaced device; or

(B) Alternative non-wood burning heating system is 0.04 tons for each replaced device

(2) For the emission reductions identified in section (1) to be considered permanent, the person responsible for taking credit for the emission reductions must obtain and maintain the following records for at least 5 years from the date that the proposed industrial point source commences operation:

(a) The address of the residence where the emission reduction occurred;

(b) The date that the emission reduction was achieved;

(c) Purchase and installation records for certified woodstoves, certified inserts, or alternative non-wood burning heating systems;

(d) Records for permanently decommissioning fireplaces, if applicable; and

(e) Disposal records for non-certified woodstoves or fireplace inserts removed.

(3) The records identified in section (2) may be provided by a third party authorized and monitored by the DEQ to procure the emission reductions identified in section (1).

(4) All emission reductions must be achieved prior to startup of the proposed source using the emission reductions as offsets in the permitting action specified in OAR 340 division 224.

NOTE: As used in this rule, “Certified” includes catalytic and non-catalytic designs, unless otherwise specified.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.040 & 468A.050

**Statutes/Other Implemented:** ORS 468A.025, 468A.040 & 468A.050

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12

# Draft Rules – Edits Incorporated

## Division 200 GENERAL AIR POLLUTION PROCEDURES AND DEFINITIONS

### 340-200-0040

#### State of Oregon Clean Air Act Implementation Plan

(1) This implementation plan, consisting of Volumes 2 and 3 of the State of Oregon Air Quality Control Program, contains control strategies, rules and standards prepared by DEQ and is adopted as the State Implementation Plan (SIP) of the State of Oregon under the FCAA, 42 U.S.C.A 7401 to 7671q.

(2) Except as provided in section (3), revisions to the SIP will be made under the EQC's rulemaking procedures in OAR chapter 340, division 11 of this chapter and any other requirements contained in the SIP and will be submitted to the EPA for approval. The SIP was last modified by the EQC on May 23-24, 2024.

(3) Notwithstanding any other requirement contained in the SIP, DEQ may:

(a) Submit to the EPA any permit condition implementing a rule that is part of the federally-approved SIP as a source-specific SIP revision after DEQ has complied with the public hearings provisions of 40 C.F.R. 51.102; and

(b) Approve the standards submitted by LRAPA if LRAPA adopts verbatim, other than non-substantive differences, any standard that the EQC has adopted, and submit the standards to EPA for approval as a SIP revision.

(4) Revisions to the State of Oregon Clean Air Act Implementation Plan become federally enforceable upon approval by the EPA. If any provision of the federally approved State Implementation Plan conflicts with any provision adopted by the EQC, DEQ must enforce the more stringent provision.

**Statutory/Other Authority:** ORS 468A & ORS 468.020

**Statutes/Other Implemented:** ORS 468A.035 & 468A.135

#### **History:**

[DEQ 19-2023, amend filed 11/17/2023, effective 11/17/2023](#)

[DEQ 19-2022, amend filed 11/18/2022, effective 03/01/2023](#)

[DEQ 2-2022, amend filed 02/03/2022, effective 02/03/2022](#)

[DEQ 22-2021, amend filed 11/18/2021, effective 11/18/2021](#)

[DEQ 21-2021, amend filed 11/18/2021, effective 11/18/2021](#)

[DEQ 14-2021, amend filed 07/26/2021, effective 07/26/2021](#)

[DEQ 11-2021, amend filed 07/23/2021, effective 07/23/2021](#)

[DEQ 1-2021, amend filed 01/21/2021, effective 01/21/2021](#)

[DEQ 21-2020, amend filed 11/19/2020, effective 11/19/2020](#)  
[DEQ 17-2020, amend filed 09/21/2020, effective 09/21/2020](#)  
[DEQ 18-2019, amend filed 07/19/2019, effective 07/19/2019](#)  
[DEQ 14-2019, amend filed 05/17/2019, effective 05/17/2019](#)  
[DEQ 4-2019, amend filed 01/24/2019, effective 01/24/2019](#)  
[DEQ 197-2018, amend filed 11/16/2018, effective 11/16/2018](#)  
[DEQ 192-2018, amend filed 09/14/2018, effective 09/14/2018](#)  
[DEQ 190-2018, amend filed 07/13/2018, effective 07/13/2018](#)  
[DEQ 11-2018, amend filed 03/23/2018, effective 03/23/2018](#)  
DEQ 7-2017, f. & cert. ef. 7-13-17  
DEQ 2-2017, f. & cert. ef. 1-19-17  
DEQ 14-2015, f. & cert. ef. 12-10-15  
DEQ 10-2015, f. & cert. ef. 10-16-15  
DEQ 7-2015, f. & cert. ef. 4-16-15  
DEQ 6-2015, f. & cert. ef. 4-16-15  
DEQ 7-2014, f. & cert. ef. 6-26-14  
DEQ 6-2014, f. & cert. ef. 3-31-14  
DEQ 5-2014, f. & cert. ef. 3-31-14  
DEQ 4-2014, f. & cert. ef. 3-31-14  
DEQ 1-2014, f. & cert. ef. 1-6-14  
DEQ 12-2013, f. & cert. ef. 12-19-13  
DEQ 11-2013, f. & cert. ef. 11-7-13  
DEQ 4-2013, f. & cert. ef. 3-27-13  
DEQ 10-2012, f. & cert. ef. 12-11-12  
DEQ 7-2012, f. & cert. ef. 12-10-12  
DEQ 1-2012, f. & cert. ef. 5-17-12  
DEQ 18-2011, f. & cert. ef. 12-21-11  
DEQ 5-2011, f. 4-29-11, cert. ef. 5-1-11  
DEQ 2-2011, f. 3-10-11, cert. ef. 3-15-11  
DEQ 1-2011, f. & cert. ef. 2-24-11  
DEQ 14-2010, f. & cert. ef. 12-10-10  
DEQ 5-2010, f. & cert. ef. 5-21-10  
DEQ 2-2010, f. & cert. ef. 3-5-10  
DEQ 8-2009, f. & cert. ef. 12-16-09  
DEQ 3-2009, f. & cert. ef. 6-30-09  
DEQ 15-2008, f. & cert. ef. 12-31-08  
DEQ 14-2008, f. & cert. ef. 11-10-08  
DEQ 12-2008, f. & cert. ef. 9-17-08  
DEQ 11-2008, f. & cert. ef. 8-29-08  
DEQ 5-2008, f. & cert. ef. 3-20-08  
DEQ 8-2007, f. & cert. ef. 11-8-07  
DEQ 4-2007, f. & cert. ef. 6-28-07  
DEQ 3-2007, f. & cert. ef. 4-12-07  
DEQ 4-2006, f. 3-29-06, cert. ef. 3-31-06  
DEQ 2-2006, f. & cert. ef. 3-14-06  
DEQ 9-2005, f. & cert. ef. 9-9-05



DEQ 7-2005, f. & cert. ef. 7-12-05  
DEQ 4-2005, f. 5-13-05, cert. ef. 6-1-05  
DEQ 2-2005, f. & cert. ef. 2-10-05  
DEQ 1-2005, f. & cert. ef. 1-4-05  
DEQ 10-2004, f. & cert. ef. 12-15-04  
DEQ 1-2004, f. & cert. ef. 4-14-04  
DEQ 19-2003, f. & cert. ef. 12-12-03  
DEQ 14-2003, f. & cert. ef. 10-24-03  
DEQ 5-2003, f. & cert. ef. 2-6-03  
DEQ 11-2002, f. & cert. ef. 10-8-02  
DEQ 5-2002, f. & cert. ef. 5-3-02  
DEQ 4-2002, f. & cert. ef. 3-14-02  
DEQ 17-2001, f. & cert. ef. 12-28-01  
DEQ 16-2001, f. & cert. ef. 12-26-01  
DEQ 15-2001, f. & cert. ef. 12-26-01  
DEQ 6-2001, f. 6-18-01, cert. ef. 7-1-01  
DEQ 4-2001, f. & cert. ef. 3-27-01  
DEQ 2-2001, f. & cert. ef. 2-5-01  
DEQ 21-2000, f. & cert. ef. 12-15-00  
DEQ 20-2000 f. & cert. ef. 12-15-00  
DEQ 17-2000, f. & cert. ef. 10-25-00  
DEQ 16-2000, f. & cert. ef. 10-25-00  
DEQ 13-2000, f. & cert. ef. 7-28-00  
DEQ 8-2000, f. & cert. ef. 6-6-00  
DEQ 6-2000, f. & cert. ef. 5-22-00  
DEQ 2-2000, f. 2-17-00, cert. ef. 6-1-01  
DEQ 15-1999, f. & cert. ef. 10-22-99  
DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-020-0047  
DEQ 10-1999, f. & cert. ef. 7-1-99  
DEQ 6-1999, f. & cert. ef. 5-21-99  
DEQ 5-1999, f. & cert. ef. 3-25-99  
DEQ 1-1999, f. & cert. ef. 1-25-99  
DEQ 21-1998, f. & cert. ef. 10-12-98  
DEQ 20-1998, f. & cert. ef. 10-12-98  
DEQ 17-1998, f. & cert. ef. 9-23-98  
DEQ 16-1998, f. & cert. ef. 9-23-98  
DEQ 15-1998, f. & cert. ef. 9-23-98  
DEQ 10-1998, f. & cert. ef. 6-22-98  
DEQ 24-1996, f. & cert. ef. 11-26-96  
DEQ 23-1996, f. & cert. ef. 11-4-96  
DEQ 22-1996, f. & cert. ef. 10-22-96  
DEQ 19-1996, f. & cert. ef. 9-24-96  
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DEQ 8-1996(Temp), f. & cert. ef. 6-3-96  
DEQ 20-1995 (Temp), f. & cert. ef. 9-14-95  
DEQ 19-1995, f. & cert. ef. 9-1-95

DEQ 17-1995, f. & cert. ef. 7-12-95  
DEQ 14-1995, f. & cert. ef. 5-25-95  
DEQ 10-1995, f. & cert. ef. 5-1-95  
DEQ 9-1995, f. & cert. ef. 5-1-95  
DEQ 25-1994, f. & cert. ef. 11-2-94  
DEQ 15-1994, f. 6-8-94, cert. ef. 7-1-94  
DEQ 14-1994, f. & cert. ef. 5-31-94  
DEQ 5-1994, f. & cert. ef. 3-21-94  
DEQ 1-1994, f. & cert. ef. 1-3-94  
DEQ 19-1993, f. & cert. ef. 11-4-93  
DEQ 17-1993, f. & cert. ef. 11-4-93  
DEQ 16-1993, f. & cert. ef. 11-4-93  
DEQ 15-1993, f. & cert. ef. 11-4-93  
DEQ 12-1993, f. & cert. ef. 9-24-93  
DEQ 8-1993, f. & cert. ef. 5-11-93  
DEQ 4-1993, f. & cert. ef. 3-10-93  
DEQ 27-1992, f. & cert. ef. 11-12-92  
DEQ 26-1992, f. & cert. ef. 11-2-92  
DEQ 25-1992, f. 10-30-92, cert. ef. 11-1-92  
DEQ 20-1992, f. & cert. ef. 8-11-92  
DEQ 19-1992, f. & cert. ef. 8-11-92  
DEQ 7-1992, f. & cert. ef. 3-30-92  
DEQ 3-1992, f. & cert. ef. 2-4-92  
DEQ 1-1992, f. & cert. ef. 2-4-92  
DEQ 25-1991, f. & cert. ef. 11-13-91  
DEQ 24-1991, f. & cert. ef. 11-13-91  
DEQ 23-1991, f. & cert. ef. 11-13-91  
DEQ 22-1991, f. & cert. ef. 11-13-91  
DEQ 21-1991, f. & cert. ef. 11-13-91  
DEQ 20-1991, f. & cert. ef. 11-13-91  
DEQ 19-1991, f. & cert. ef. 11-13-91  
DEQ 2-1991, f. & cert. ef. 2-14-91  
DEQ 31-1988, f. 12-20-88, cert. ef. 12-23-88  
DEQ 21-1987, f. & cert. ef. 12-16-87  
DEQ 8-1987, f. & cert. ef. 4-23-87  
DEQ 5-1987, f. & cert. ef. 3-2-87  
DEQ 4-1987, f. & cert. ef. 3-2-87  
DEQ 21-1986, f. & cert. ef. 11-7-86  
DEQ 20-1986, f. & cert. ef. 11-7-86  
DEQ 10-1986, f. & cert. ef. 5-9-86  
DEQ 5-1986, f. & cert. ef. 2-21-86  
DEQ 12-1985, f. & cert. ef. 9-30-85  
DEQ 3-1985, f. & cert. ef. 2-1-85  
DEQ 25-1984, f. & cert. ef. 11-27-84  
DEQ 18-1984, f. & cert. ef. 10-16-84  
DEQ 6-1983, f. & cert. ef. 4-18-83

DEQ 1-1983, f. & cert. ef. 1-21-83  
DEQ 21-1982, f. & cert. ef. 10-27-82  
DEQ 14-1982, f. & cert. ef. 7-21-82  
DEQ 11-1981, f. & cert. ef. 3-26-81  
DEQ 22-1980, f. & cert. ef. 9-26-80  
DEQ 21-1979, f. & cert. ef. 7-2-79  
DEQ 19-1979, f. & cert. ef. 6-25-79  
DEQ 54, f. 6-21-73, cert. ef. 7-1-73  
DEQ 35, f. 2-3-72, cert. ef. 2-15-72

## **Division 204 DESIGNATION OF AIR QUALITY AREAS**

### **340-204-0010**

#### **Definitions**

The definitions in OAR 340-200-0020 and this rule apply to this division. If the same term is defined in this rule and 340-200-0020, the definition in this rule applies to this division. Definitions of boundaries in this rule also apply to OAR 340 divisions 200 through 268 and throughout the State of Oregon Clean Air Act Implementation Plan adopted under 340-200-0040.

(1) “Eugene-Springfield UGB” means the area within the bounds beginning at the Willamette River at a point due east from the intersection of East Beacon Road and River Loop No.1; thence southerly along the Willamette River to the intersection with Belt Line Road; thence easterly along Belt Line Road approximately one-half mile to the intersection with Delta Highway; thence northwesterly and then northerly along Delta Highway and on a line north from the Delta Highway to the intersection with the McKenzie River; thence generally southerly and easterly along the McKenzie River approximately eleven miles to the intersection with Marcola Road; thence southwesterly along Marcola Road to the intersection with 42nd Street; thence southerly along 42nd Street to the intersection with the northern branch of US Highway 126; thence easterly along US Highway 126 to the intersection with 52nd Street; thence north along 52nd Street to the intersection with High Banks Road; thence easterly along High Banks Road to the intersection with 58th Street; thence south along 58th Street to the intersection with Thurston Road; thence easterly along Thurston Road to the intersection with the western boundary of Section 36, T17S, R2W; thence south to the southwest corner of Section 36, T17S, R2W; thence west to the Springfield City Limits; thence following the Springfield City Limits southwesterly to the intersection with the western boundary of Section 2, T18S, R2W; thence on a line southwest to the Private Logging Road approximately one-half mile away; thence southeasterly along the Private Logging Road to the intersection with Wallace Creek; thence southwesterly along Wallace Creek to the confluence with the Middle Fork of the Willamette River; thence generally northwesterly along the Middle Fork of the Willamette River approximately seven and one-half miles to the intersection with the northern boundary of Section 11, T18S, R3W; thence west to the northwest corner of Section 10, T18S, R3W; thence south to the intersection with

30th Avenue; thence westerly along 30th Avenue to the intersection with the Eugene City Limits; thence following the Eugene City Limits first southerly then westerly then northerly and finally westerly to the intersection with the northern boundary of Section 5, T18S, R4W; thence west to the intersection with Greenhill Road; thence north along Greenhill Road to the intersection with Barger Drive; thence east along Barger Drive to the intersection with the Eugene City Limits (Ohio Street); thence following the Eugene City Limits first north then east then north then east then south then east to the intersection with Jansen Drive; thence east along Jansen Drive to the intersection with Belt Line Road; thence northeasterly along Belt Line Road to the intersection with Highway 99; thence northwesterly along Highway 99 to the intersection with Clear Lake Road; thence west along Clear Lake Road to the intersection with the western boundary of Section 9, T17S, R4W; thence north to the intersection with Airport Road; thence east along Airport Road to the intersection with Highway 99; thence northwesterly along Highway 99 to the intersection East Enid Road; thence east along East Enid Road to the intersection with Prairie Road; thence southerly along Prairie Road to the intersection with Irvington Road; thence east along Irvington Road to the intersection with the Southern Pacific Railroad Line; thence southeasterly along the Southern Pacific Railroad Line to the intersection with Irving Road; thence east along Irving Road to the intersection with Kalmia Road; thence northerly along Kalmia Road to the intersection with Hyacinth Road; thence northerly along Hyacinth Road to the intersection with Irvington Road; thence east along Irvington Road to the intersection with Spring Creek; thence northerly along Spring Creek to the intersection with River Road; thence northerly along River Road to the intersection with East Beacon Drive; thence following East Beacon Drive first east then south then east to the intersection with River Loop No.1; thence on a line due east to the Willamette River and the point of beginning.

(2) “Grants Pass CBD” means the area within the City of Grants Pass enclosed by “B” Street on the north, 8th Street to the east, “M” Street on the south, and 5th Street to the west.

(3) Grants Pass Control Area means the area of the state beginning at the northeast corner of Section 35, T35S, R5W; thence south to the southeast corner of Section 11, T37S, R5W; thence west to the southwest corner of Section 9, T37S, R6W; thence north to the northwest corner of Section 33, T35S, R6W; thence east to the point of beginning.

(4) “Grants Pass UGB” as shown on the Plan and Zoning maps for the City of Grants Pass as of Feb. 1, 1988 is the area within the bounds beginning at the NW corner of Sec. 7, T36S, R5W; thence south to the SW corner of Sec. 7; thence west along the southern boundary of Sec. 12, T36S, R5W approx. 2000 feet; thence south approx. 100 feet to the northern right of way of the Southern Pacific Railroad Line (SPRR Line); thence southeasterly along said right of way approx. 800 feet; thence south approx. 400 feet; thence west approx. 1100 feet; thence south approx. 700 feet to the intersection with the Hillside Canal; thence west approx. 100 feet; thence south approx. 550 feet to the intersection with Upper River Road; thence southeasterly along Upper River Road and continuing east along Old Upper River Road approx. 700 feet; thence south approx. 1550 feet; thence west approx. 350 feet; thence south approx. 250 feet; thence west approx. 1000 feet; thence south approx. 600 feet to the north end of Roguela Lane; thence east approx. 400 feet; thence south approx. 1400 feet to the intersection with Lower River Road; thence west along Lower River Road approx. 1400 feet; thence south approx. 1350 feet; thence west approx. 25 feet; thence south approx. 1200 feet to the south bank of the Rogue River;

thence northwesterly along said bank approx. 2800 feet; thence on a line southwesterly and parallel to Parkhill Place approx. 600 feet; thence northwesterly at a 90 degree angle approximately 300 feet to the intersection with Parkhill Place; thence southwesterly along Parkhill Place approx. 250 feet; thence on a line southeasterly forming a 90 degree angle approximately 300 feet to a point even with Leonard Road; thence west approx. 1500 feet along Leonard Road; thence north approx. 200 feet; thence west to the west side of Schroeder Lane; thence north approx. 150 feet; thence west approx. 200 feet; thence south to the intersection with Leonard Road; thence west along Leonard Road approx. 450 feet; thence north approx. 300 feet; thence east approx. 150 feet; thence north approx. 400 feet; thence west approx. 500 feet; thence south approx. 300 feet; thence west to the intersection with Coutant Lane; thence south along Coutant Lane to the intersection with Leonard Road; thence west along Leonard Road to the intersection with Buena Vista Lane; thence north along the west side of Buena Vista Lane approx. 200 feet; thence west approx. 150 feet; thence north approx. 150 feet; thence west approx. 200 feet; thence north approx. 400 feet; thence west approx. 600 feet to the intersection with the western boundary of Sec. 23, T36S, R6W; thence south to the intersection with Leonard Road; thence west along Leonard Road approx. 300 feet; thence north approx. 600 feet to the intersection with Darneille Lane; thence northwesterly along Darneille Lane approx. 200 feet; thence west approx. 300 feet; thence south approx. 600 feet to the intersection with Leonard Road; thence west along Leonard Road approx. 700 feet; thence south approx. 1350 feet; thence east approx. 1400 feet to the intersection with Darneille Lane; thence south along Darneille Lane approx. 600 feet; thence west approx. 300 feet; thence south to the intersection with Redwood Avenue; thence east along Redwood Avenue to the intersection with Hubbard Lane and the western boundary of Sec. 23, T36S, R6W; thence south along Hubbard Lane approx. 1850 feet; thence west approx. 1350 feet ; thence south to the south side of U.S. Highway 199; thence westerly along U.S. 199 approx. 1600 feet to the intersection with the north-south midpoint of Sec. 27, T36S, R6W; thence south approx. 2200 feet; thence east approx. 1400 feet; thence north approx. 1000 feet; thence east approx. 300 feet; thence north approx. 250 feet to the intersection with the Highline Canal; thence northerly along the Highline Canal approx. 900 feet; thence east to the intersection with Hubbard Lane; thence north along Hubbard Lane approximately 600 feet; thence east approx. 200 feet; thence north approx. 400 feet to a point even with Canal Avenue; thence east approx. 550 feet; thence north to the south side of U.S. 199; thence easterly along the southern edge of U.S. 199 to the intersection with Willow Lane; thence south along Willow Lane to the intersection with Demaray Drive; thence easterly along Demaray Drive and continuing along the southern edge of U.S. 199 to the intersection with Dowell Road; thence south along Dowell Road approx. 550 feet; thence easterly approx. 750 feet; thence north to the intersection with the South Canal; thence easterly along the South Canal to the intersection with Schutzwahl Lane; thence south approx. 1300 feet to a point even with West Harbeck Road; thence east approx. 2000 feet to the intersection with Allen Creek; thence southerly along Allen Creek approx. 1400 feet to a point even with Denton Trail to the west; thence west to the intersection with Highline Canal; thence southerly along Highline Canal to the intersection with the southern boundary of Sec. 25, T36S, R6W; thence east to the intersection with Allen Creek; thence southerly along Allen Creek to the intersection with the western boundary of Sec. 31, T36S, R5W; thence south to the SW corner of Sec. 31; thence east to the intersection with Williams Highway; thence southeasterly along Williams Highway approx. 1300 feet; thence east approx. 200 feet; thence north approx. 400 feet; thence east approx. 700 feet; thence north to the intersection with Espey Road; thence west along Espey Road approx. 150 feet; thence north

approx. 600 feet; thence east approx. 300 feet; thence north approx. 2000 feet; thence west approx. 2100 feet; thence north approx. 1350 feet; thence east approx. 800 feet; thence north approx. 2800 feet to the east-west midline of Sec. 30, T36S, R5W; thence on a line due NE approx. 600 feet; thence north approx. 100 feet; thence east approx. 600 feet; thence north approx. 100 feet to the intersection with Highline Canal; thence easterly along Highline Canal approx. 1300 feet; thence south approx. 100 feet; thence east to the intersection with Harbeck Road; thence north along Harbeck Road to the intersection with Highline Canal; thence easterly along Highline Canal to a point approx. 250 feet beyond Skyway Road; thence south to the intersection with Skyway Road; thence east to the intersection with Highline Canal; thence southeasterly along Highline Canal approx. 1200 feet; thence on a line due SW to the intersection with Bluebell Lane; thence southerly along Bluebell Lane approx. 150 feet; thence east to the intersection with Sky Crest Drive; thence southerly along Sky Crest Drive to the intersection with Harper Loop; thence southeasterly along Harper Loop to the intersection with the east-west midline of Sec. 29, T36S, R5W; thence east approx. 400 feet; thence south approx. 1300 feet to a point even with Troll View Road to the east; thence east to the intersection with Hamilton Lane; thence north along Hamilton Lane to the intersection with the Highline Canal; thence northeasterly along the Highline Canal to the northern boundary of Sec. 28, T36S, R5W; thence east approx. 1350 feet to the transmission line; thence north to the intersection with Fruitdale Drive; thence southwesterly along Fruitdale Drive approx. 700 feet; thence north to the northern edge of U.S. 199; thence easterly along the northern edge of U.S. 199 approx. 50 feet; thence north to the north bank of the Rogue River; thence northeasterly along the north bank of the Rogue River approx. 2100 feet to a point even with Ament Road; thence north to Ament Road and following Ament Road to U.S. Interstate Highway 5 (U.S. I-5); thence continuing north to the 1200 foot contour line; thence following the 1200 foot contour line northwesterly approx. 7100 feet to the city limits and a point even with Savage Street to the west; thence north following the city limits approx. 400 feet; thence west to the intersection with Beacon Street; thence north along Beacon Street and the city limits approx. 250 feet; thence east along the city limits approx. 700 feet; thence north along the city limits approx. 2200 feet; thence southwesterly along the city limits approximately 800 feet to the intersection with the 1400 foot contour line; thence northerly and northwesterly along the 1400 foot contour line approx. 900 feet to the intersection with the northern boundary of Sec. 9, T36S, R5W; thence west along said boundary approx. 100 feet to the NW corner of Sec. 9; thence south along the western boundary of Sec. 9 approx. 700 feet; thence west approx. 1400 feet; thence north approx. 2400 feet; thence west approx. 1350 feet; thence north approx. 1100 feet to the city limits; thence following the city limits first west approx. 1550 feet, then south approx. 800 feet, then west approx. 200 feet, then south approx. 200 feet, then east approx. 200 feet, then south approx. 300 feet, and finally westerly approx. 1200 feet to the intersection with the western boundary of Sec. 5, T36S, R5W; thence south along said boundary to the northern side of Vine Avenue; thence northwesterly along the northern side of Vine Avenue approx. 3150 feet to the intersection with the west fork of Gilbert Creek; thence north to the intersection with the southern right of way of U.S. I-5; thence northwesterly along said right of way approx. 1600 feet; thence south to the intersection with Old Highland Avenue; thence northwesterly along Highland Avenue approx. 650 feet; thence west approx. 350 feet; thence south approx. 1400 feet; thence east approx. 700 feet; thence south approx. 1000 feet; thence on a line SW approx. 800 feet; thence south approx. 1400 feet to the intersection with the northern boundary of Sec. 7, T36S, R5W; thence west to the NW corner of Sec. 7, the point of beginning.

(5) “Klamath Falls control area” means the area of the state beginning at the northeast corner of Section 8, T38S, R10E, thence south to the southeast corner of Section 5, T40S, R10E; thence west to the southwest corner of Section 3, T40S, R8E; thence north to the northwest corner of Section 10, T38S, R8E; thence east to the point of beginning.

(6) “Klamath Falls maintenance area” means the area of the state beginning at the northwest corner of Section 31, T37S, R9E; thence east approximately two miles to the northeast corner of Section 32; thence south approximately four miles to the southeast corner of Section 17, T38S, R9E; thence east approximately one mile to the southwest corner of Section 15; thence north approximately one mile to the northwest corner of Section 15; thence east approximately 2 miles to the northeast corner of Section 14; thence south approximately one mile to the northwest corner of section 24; thence east approximately one mile to the northeast corner of Section 24; thence south approximately three miles to the southeast corner of Section 36; thence east approximately four miles to the northeast corner of Section 3, T39S, R10E; thence south approximately three miles to the southeast corner of Section 15; thence west approximately two miles to the southwest corner of Section 16; thence south approximately two miles to the southeast corner of Section 29; thence west approximately five miles to the southwest corner of Section 27, T39S, R9E; thence north approximately one mile to the northeast corner of Section 27; thence west approximately four miles to the southwest corner of Section 24, T39S R8E; thence north approximately two miles to the northeast corner of Section 13; thence west approximately one mile to the southwest corner of Section 11; thence north approximately four miles to the northwest corner of Section 26 T38S, R8E; thence west one mile to the southwest corner of Section 22; thence north approximately one mile to the northwest corner of Section 22; thence west approximately one mile to the southwest corner of Section 16; thence north approximately one mile to the northeast corner of Section 16; thence west approximately one mile to the southwest corner of Section 8; thence north approximately two miles to the northwest corner of Section 5; thence east to the northeast corner of Section 1; thence north approximately one mile to the point of beginning.

(7) “Klamath Falls UGB” means the area within the bounds beginning at the southeast corner of Section 36, Township 38 South, Range 9 East; thence northerly approximately 4500 feet; thence westerly approximately 1/4 mile; thence northerly approximately 3/4 mile into Section 25, T38S, R9E; thence westerly approximately 1/4 mile; thence northerly approximately 1/2 mile to the southern boundary of Section 24, T38S, R9E; thence westerly approximately 1/2 mile to the southeast corner of Section 23, T38S, R9E; thence northerly approximately 1/2 mile; thence westerly approximately 1/4 mile; thence northerly approximately 1/2 mile to the southern boundary of Section 14, T38S, R9E; thence generally northwesterly along the 5000 foot elevation contour line approximately 3/4 mile; thence westerly 1 mile; thence north to the intersection with the northern boundary of Section 15, T38S, R9E; thence west 1/4 mile along the northern boundary of Section 15, T38S, R9E; thence generally southeasterly following the 4800 foot elevation contour line around the old Oregon Institute of Technology Campus to meet with the westerly line of Old Fort Road in Section 22, T38S, R9E; thence southwesterly along the westerly line of Old Fort Road approximately 1 and 1/4 miles to Section 27, T38S, R9E; thence west approximately 1/4 mile; thence southwesterly approximately 1/2 mile to the intersection with Section 27, T38S, R9E; thence westerly approximately 1/2 mile to intersect with the Klamath Falls City Limits at the northerly line of Loma Linda Drive in Section 28,

T38S, R9E; thence northwesterly along Loma Linda Drive approximately 1/4 mile; thence southwesterly approximately 1/8 mile to the Klamath Falls City Limits; thence northerly along the Klamath Falls City Limits approximately 1 mile into Section 21, T38S, R9E; thence westerly approximately 1/4 mile; thence northerly approximately 1 mile into Section 17, T38S, R9E; thence westerly approximately 3/4 mile into Section 17, T38S, R9E; thence northerly approximately 1/4 mile; thence westerly approximately 1 mile to the west boundary of Highway 97 in Section 18, T38S, R9E; thence southeasterly along the western boundary of Highway 97 approximately 1/2 mile; thence southwesterly away from Highway 97; thence southeasterly to the intersection with Klamath Falls City Limits at Front Street; thence westerly approximately 1/4 mile to the western boundary of Section 19, T38S, R9E; thence southerly approximately 1 and 1/4 miles along the western boundary of Section 19, T38S, R9E and the Klamath Falls City Limits to the south shore line of Klamath Lake; thence northwesterly along the south shore line of Klamath Lake approximately 1 and 1/4 miles across Section 25, T38S, R9E and Section 26, T38S, R9E; thence westerly approximately 1/2 mile along Section 26, T38S, R9E; thence southerly approximately 1/2 mile to Section 27, T38S, R9E to the intersection with eastern boundary of Orindale Draw, thence southerly along the eastern boundary of Orindale Draw approximately 1 and 1/4 miles into Section 35, T38S, R9E; thence southerly approximately 1/2 mile into Section 2, T39S, R8E; thence easterly approximately 1/4 mile; thence northerly approximately 1/4 mile to the southeast corner of Section 35, T38S, R8E and the Klamath Falls City Limits; thence easterly approximately 1/2 mile to the northern boundary of Section 1, T38S, R8E; thence southeasterly approximately 1/2 mile to Orindale Road; thence north 500 feet along the west side of an easement; thence easterly approximately 1 and 1/4 miles through Section 1, T38S, R8E to the western boundary of Section 6, T39S, R9E; thence southerly approximately 3/4 mile to the southwest corner of Section 6, T39S, R9E; thence easterly approximately 1/8 mile to the western boundary of Highway 97; thence southwesterly along the Highway 97 right-of-way approximately 1/4 mile; thence westerly approximately 1/2 mile to Agate Street in Section 7, T39S, R8E; thence northerly approximately 1/4 mile; thence westerly approximately 3/4 mile to Orindale Road in Section 12, T39S, R8E; thence northerly approximately 1/4 mile into Section 1, T39S, R8E; thence westerly approximately 3/4 mile to the Section 2, T39S, R8E boundary line; thence southerly approximately 3/4 mile along the Section 2, T39S, R8E boundary line to the northwest corner of Section 12, T39S, R8E; thence westerly approximately 1/8 mile into Section 11, T39S, R8E; thence southerly approximately 1/8 mile; thence northeasterly approximately 3/4 mile to the southern boundary of Section 12, T39S, R8E at Balsam Drive; thence southerly approximately 1/4 mile into Section 12, T39S, R8E; thence easterly approximately 1/4 mile to Orindale Road; thence southeasterly approximately 500 feet to Highway 66; thence southwesterly approximately 1/2 mile along the boundary of Highway 66 to Holiday Road; thence southerly approximately 1/2 mile into Section 13, T39S, R8E; thence northeasterly approximately 1/4 mile to the eastern boundary of Section 13, T39S, R8E; thence northerly approximately 1/4 mile along the eastern boundary of Section 13, T39S, R8E; thence westerly approximately 1/4 mile to Weyerhaeuser Road; thence northerly approximately 1/8 mile; thence easterly approximately 1/8 mile; thence northerly approximately 1/8 mile; thence westerly approximately 1/8 mile to Farrier Avenue; thence northerly approximately 1/4 mile; thence easterly approximately 1/4 mile to the eastern boundary of Section 13, T39S, R8E; thence northerly approximately 1/8 mile along the eastern boundary of Section 13, T39S, R8E; thence easterly approximately 1/4 mile along the northern section line of Section 18, T39S, R8E; thence southerly approximately 1/4 mile; thence easterly approximately 1/2 mile to the boundary of



Highway 97; thence southerly approximately 1/3 mile to the Burlington Northern Right-of-Way; thence northeasterly approximately 1 and 1/3 miles along the high water line of the Klamath River to the Southside Bypass in Section 8, T39S, R9E; thence southeasterly along the Southside Bypass to the Southern Pacific Right-of-Way in Section 9, T39S, R9E; thence southerly approximately 1/2 mile along the Southern Pacific Right-of-Way; thence southwesterly approximately 1/4 mile along the Midland Highway; thence southeasterly approximately 1/4 mile to the old railroad spur; thence easterly 1/4 mile along the old railroad spur; thence southerly approximately 1/4 mile in Section 16, T39S, R9E; thence westerly approximately 1/3 mile; thence southerly approximately 1/4 mile; thence easterly approximately 1/16 mile in Section 21, T39S, R9E; thence southerly approximately 1/8 mile to the Lost River Diversion Channel; thence southeasterly approximately 1/4 mile along the northern boundary of the Lost River Diversion Channel; thence easterly approximately 3/4 mile along Joe Wright Road into Section 22, T39S, R9E; thence southeasterly approximately 1/8 mile on the eastern boundary of the Southern Pacific Right-of-Way; thence southeasterly approximately 1 mile along the western boundary of the Southern Pacific Right-of-Way across Section 22, T39S, R9E and Section 27, T39S, R9E to a point 440 yards south of the northern boundary of Section 27, T39S, R9E; thence easterly to Kingsley Field; thence southeasterly approximately 3/4 mile to the southern boundary of Section 26, T39S, R9E; thence east approximately 1/2 mile along the southern boundary of Section 26, T39S, R9E to a pond; thence north-northwesterly for 1/2 mile following the Klamath Falls City Limits; thence north 840 feet; thence east 1155 feet to Homedale Road; thence north along Homedale Road to a point 1/4 mile north of the southern boundary of Section 23, T39S, R9E; thence west 1/4 mile; thence north 1 mile to the Southside Bypass in Section 14, T39S, R9E; thence east 1/2 mile along the Southside Bypass to the eastern boundary of Section 14, T39S, R9E; thence north 1/2 mile; thence east 900 feet into Section 13, T39S, R9E; thence north 1320 feet along the USBR 1-C 1-A to the southern boundary of Section 12, T39S, R9E; thence north 500 feet to the USBR A Canal; thence southeasterly 700 feet along the southern border of the USBR A Canal back into Section 13, T39S, R9E; thence southeast 1600 feet to the northwest parcel corner of an easement for the Enterprise Irrigation District; thence east-northeast 2200 feet to the eastern boundary of Section 13, T39S, R9E; thence north to the southeast corner of Section 12, T39S, R9E; thence along the Enterprise Irrigation Canal approximately 1/2 mile to Booth Road; thence east 1/2 mile to Vale Road; thence north 1 mile to a point in Section 6, T39S, R10E that is approximately 1700 feet north of the southern boundary of Section 6, T39S, R10E; thence west approximately 500 feet; thence south approximately 850 feet; thence west approximately 200 feet; thence north approximately 900 feet; thence west approximately 1600 feet to the western boundary of Section 6, T39S, R10E; thence north approximately 1/2 mile to the southeast corner of Section 36, T38S, R9E, the point of beginning.

(8) "La Grande UGB" means the area within the bounds beginning at the point where U.S. Interstate 84 (I-84) intersects Section 31, Township 2 South, Range 38 East; thence east along I-84 to the Union County Fairgrounds; thence north and then east on a line encompassing the Union County Fairgrounds to the intersection with Cedar Street; thence further east approximately 500 feet, encompassing two (2) residential properties; thence on a line south to the intersection with the northern bank of the Grande Ronde River; thence westerly along the northern bank of the Grande Ronde River to the intersection with the western edge of Mount Glenn Road and Riverside Park; thence north along the western edge of Mount Glenn Road and Riverside Park to the intersection with Fruitdale Road; thence east along Fruitdale Road and the

northern boundary of Riverside Park to the eastern boundary of Riverside Park; thence south along the eastern boundary of Riverside Park to the north bank of the Grande Ronde River; thence on a line southeast to the intersection with the northern edge of I-84; thence easterly along the northern edge of I-84 to May Street; thence easterly along May Street to the intersection with State Highway 82; thence northeasterly along State Highway 82 to the a point approximately 1/4 mile from the eastern edge of Section 4, T3S, R38E; thence south to the intersection with Section 9, T3S, R38E, and the southern edge of Buchanan Avenue; thence west along the southern edge of Buchanan Avenue to the intersection with the northern edge of I-84; thence on a line south to the southern edge of I-84; thence southeasterly along the southern edge of I-84 approximately 2500 feet; thence on a line due west approximately 1400 feet; thence on a line due south to the intersection with the Union Pacific Railroad Line; thence southeasterly along the Union Pacific Railroad Line to the intersection with Gekeler Lane; thence west along Gekeler Lane to the intersection with U.S. Highway 30; thence southeast along U.S. Highway 30 to the intersection with the western boundary of Section 15, T3S, R38E; thence on a line west following existing property boundaries approximately 2900 feet; thence on a line north following existing property boundaries approximately 250 feet; thence on a line east following existing property boundaries approximately 650 feet; thence north on a line to the intersection with Gekeler Lane; thence west along Gekeler Lane to the intersection with 20th Avenue; thence south along 20th Avenue to the intersection with Foothill Road; thence southeasterly along Foothill Road approximately 2900 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line south following existing property boundaries approximately 1250 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line north following existing property boundaries approximately 450 feet to the intersection with the southernmost part of the La Grande City Limits; thence westerly and northwesterly along the southernmost part of the La Grande City Limits approximately 1100 feet to the intersection with the 3000 foot elevation contour line; thence westerly following the 3000 foot elevation contour line and existing property boundaries approximately 2200 feet; thence on a line north following existing property boundaries approximately 1900 feet; thence on a line west following existing property boundaries approximately 500 feet; thence on a line north to the La Grande City Limits; thence west along the La Grande City Limits and following existing property boundaries approximately 650 feet; thence on a line south following existing property boundaries approximately 900 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line north to the intersection with the La Grande City Limits; thence west along the southern boundary of the La Grande City Limits to the intersection with the western boundary of the La Grande City Limits; thence north along the western boundary of the La Grande City Limits and following existing property lines approximately 500 feet; thence on a line west following existing property boundaries approximately 200 feet; thence on a line north following existing property boundaries approximately 700 feet; thence east to the first 3000 foot elevation contour line west of the La Grande City Limits; thence northerly following that 3000 foot elevation contour line to the intersection with Deal Canyon Road; thence easterly along Deal Canyon Road to the intersection with the western boundary of the La Grande City Limits; thence northerly along the western boundary of the La Grande City Limits to the intersection with U.S. Highway 30; thence northwesterly along U.S. Highway 30 and following existing property boundaries approximately 1400 feet; thence on a line west to the intersection with the western boundary of Section 6, T3S, R38E; thence north along the western boundaries of Section 6, T3S, R38E and Section 31, T2S, R38E to the point of beginning.

(9) “Lakeview UGB” means the area beginning at the corner common to sections 21, 22, 27, and 28, T39S, R20E; thence north on the section line between section 21 and 22 to the section corner common to section 15, 16, 21, and 22; thence west along the section line between section 21 and 16 to the section corner common to sections 16, 17, 20, and 21; thence north along the section line between section 16 and 17 approximately 3550 feet to the east branch of Thomas Creek; thence northwesterly along the east branch of Thomas Creek to the center line of Highway 140; thence east along the center line of Highway 140 to the section corner common to sections 8, 9, 16, and 17, T39S, R20E; thence north along the section line between sections 8 and 9 to the section corner common to sections 4, 5, 8, and 9, T39S, R20E; thence north along the section line between section 4 and 5 to the section corner common to section 4 and 5, T39S, R20E and sections 32 and 33, T38S, R20E; thence east along the section line between sections 4 and 33 to the section corner common to sections 3 and 4, T39S, R20E and sections 33 and 34, T38S, R20E; thence south along the eastern boundary of section 4 approximately 4,1318.6 feet; thence S 89 degrees, 11 minutes W 288.28 feet to the east right of way line of the old Paisley/Lakeview Highway; thence S 21 degrees, 53 minutes E along the eastern right of way of the old Paisley/Lakeview Highway 288.4 feet; thence S 78 degrees, 45 minutes W 1375 feet; thence S 3 degrees, 6 minutes, and 30 seconds W 200 feet; thence S 77 degrees, 45 minutes W 136 feet to the east right of way line of U.S. Highway 395; thence southeasterly along the east right of way line of U.S. Highway 395 53.5 feet; thence N 77 degrees, 45 minutes E 195.6 feet; thence S 38 degrees, 45 minutes E 56.8 feet; thence S 51 degrees, 15 minutes W 186.1 feet to the east right of way of U.S. Highway 395; thence southeast along the eastern right of way line of U.S. Highway 395 2310 feet; thence N 76 degrees, 19 minutes 544.7 feet; thence S 13 degrees, 23 minutes, 21 seconds E 400 feet; thence N 63 degrees, 13 minutes E 243.6 feet to the western line of the old American Forest Products Logging Road; thence southeast along the old American Forest Products Logging Road to the western line of the northeast quadrant of the northwest quadrant of section 10, T39S, R20E; thence southeast to a point on the south line of the northeast quadrant of the northwest quadrant of Section 10, T39S, R20E (this point also bears N 89 degrees, 33 minutes E 230 feet from the center line of U.S. Highway 395); thence south on a line parallel to the east right of way line of U.S. Highway 395 to the south line of the northwest quadrant of section 10, T39S, R20E; thence south 491 feet to the east right of way of U.S. Highway 395; thence southeasterly following the east right of way of U.S. Highway 395 255 feet to the south line of the northeast quadrant of the northeast quadrant of the southwest quadrant of section 10, T39S, R20E; thence east along that south line to the center line of section 10, T39S, R20E; thence continuing east along the same south line to the eastern boundary of section 10, T39S, R20E; thence south along the eastern boundary of section 10 to the section corner common to sections 10, 11, 14, and 15, T39S, R20E; thence south along the section line between section 14 and 15 to the section corner common to sections 14, 15, 22, and 23, T39S, R20E; thence west along the section line between sections 15 and 22 to the northwest corner of the northeast quadrant of the northeast quadrant of section 22, T39S, R20E; thence south along the eastern line of the western half of the eastern half of section 22 to the southern boundary of section 22, T39S, R20E; thence west along the southern boundary of section 22 to the point of beginning.

(10) “Medford-Ashland Air Quality Maintenance Area” (AQMA) means the area defined as beginning at a point approximately two and quarter miles northeast of the town of Eagle Point, Jackson County, Oregon at the northeast corner of Section 36, Township 35 South, Range 1 West (T35S, R1W); thence South along the Willamette Meridian to the southeast corner of

Section 25, T37S, R1W; thence southeast along a line to the southeast corner of Section 9, T39S, R2E; thence south-southeast along line to the southeast corner of Section 22, T39S, R2E; thence South to the southeast corner of Section 27, T39S, R2E; thence southwest along a line to the southeast corner of Section 33, T39S, R2E; thence West to the southwest corner of Section 31, T39S, R2E; thence northwest along a line to the northwest corner of Section 36, T39S, R1E; thence West to the southwest corner of Section 26, T39S, R1E; thence northwest along a line to the southeast corner of Section 7, T39S, R1E; thence West to the southwest corner of Section 12, T39S, R1W, T39S, R1W; thence northwest along a line to southwest corner of Section 20, T38S, R1W; thence West to the southwest corner of Section 24, T38S, R2W; thence northwest along a line to the southwest corner of Section 4, T38S, R2W; thence West to the southwest corner of Section 6, T38S, R2W; thence northwest along a line to the southwest corner of Section 31, T37S, R2W; thence North and East along the Rogue River to the north boundary of Section 32, T35S, R1W; thence East along a line to the point of beginning.

(11) “Medford-Ashland CBD” means the area beginning at the intersection of Crater Lake Highway (Highway 62) south on Biddle Road to the intersection of Fourth Street, west on Fourth Street to the intersection with Riverside Avenue (Highway 99), south on Riverside Avenue to the intersection with Tenth Street, west on Tenth Street to the intersection with Oakdale Avenue, north on Oakdale Avenue to the intersection with Fourth Street, east on Fourth Street to the intersection with Central Avenue, north on Central Avenue to the intersection with Court Street, north on Court Street to the intersection with Crater Lake Highway (Highway 62) and east on Crater Lake Highway to the point of beginning, with extensions along McAndrews Road east from Biddle Road to Crater Lake Avenue, and along Jackson Street east from Biddle Road to Crater Lake Avenue.

[NOTE: This definition also marks the area where indirect sources are required to have indirect source construction permits in the Medford area. See OAR 340-254-0040.]

(12) “Medford UGB” means the area beginning at the line separating Range 1 West and Range 2 West at a point approximately 1/4 mile south of the northwest corner of Section 31, T36S, R1W; thence west approximately 1/2 mile; thence south to the north bank of Bear Creek; thence west to the south bank of Bear Creek; thence south to the intersection with the Medford Corporate Boundary; thence following the Medford Corporate Boundary west and southwesterly to the intersection with Merriman Road; thence northwesterly along Merriman Road to the intersection with the eastern boundary of Section 10, T36S, R2W; thence south along said boundary line approximately 3/4 mile; thence west approximately 1/3 mile; thence south to the intersection with the Hopkins Canal; thence east along the Hopkins Canal approximately 200 feet; thence south to Rossanely Drive; thence east along Rossanely Drive approximately 200 feet; thence south approximately 1200 feet; thence west approximately 700 feet; thence south approximately 1400 feet; thence east approximately 1400 feet; thence north approximately 100 feet; thence east approximately 700 feet; thence south to Finley Lane; thence west to the end of Finley Lane; thence approximately 1200 feet; thence west approximately 1300 feet; thence north approximately 150 feet; thence west approximately 500 feet; thence south to Highway 238; thence west along Highway 238 approximately 250 feet; thence south approximately 1250 feet to a point even with the end of Renault Avenue to the east; thence east approximately 2200 feet; thence south approximately 1100 feet to a point even with Sunset Court to the east; thence east to

and along Sunset Court to the first (nameless) road to the south; thence approximately 850 feet; thence west approximately 600 feet; thence south to Stewart Avenue; thence west along Stewart Avenue approximately 750 feet; thence south approximately 1100 feet; thence west approximately 100 feet; thence south approximately 800 feet; thence east approximately 800 feet; thence south approximately 1000 feet; thence west approximately 350 feet to a point even with the north-south connector street between Sunset Drive and South Stage Road; thence south to and along said connecting road and continuing along South Stage Road to Fairlane Road; thence south to the end of Fairlane Road and extending beyond it approximately 250 feet; thence east approximately 250 feet; thence south approximately 250 feet to the intersection with Judy Way; thence east on Judy Way to Griffin Creek Road; thence north on Griffin Creek Road to South Stage Road; thence east on South Stage Road to Orchard Home Drive; thence north on Orchard Home Drive approximately 800 feet; thence east to Columbus Avenue; thence south along Columbus Avenue to South Stage Road; thence east along South Stage Road to the first road to the north after Sunnyview Lane; thence north approximately 300 feet; thence east approximately 300 feet; thence north approximately 700 feet; thence east to King's Highway; thence north along King's Highway to Experiment Station Road; thence east along Experiment Station Road to Marsh Lane; thence east along Marsh Lane to the northern boundary of Section 6, T38S, R1W; thence east along said boundary approximately 1100 feet; thence north approximately 1200 feet; thence east approximately 1/3 mile; thence north approximately 400 feet; thence east approximately 1000 feet to a drainage ditch; thence following the drainage ditch southeasterly approximately 500 feet; thence east to the eastern boundary of Section 31, T37S, R1W; thence south along said boundary approximately 1900 feet; thence east to and along the loop off of Rogue Valley Boulevard, following that loop to the Southern Pacific Railroad Line (SPRR); thence following SPRR approximately 500 feet; thence south to South Stage Road; thence east along South Stage Road to SPRR; thence southeasterly along SPRR to the intersection with the west fork of Bear Creek; thence northeasterly along the west fork of Bear Creek to the intersection with U.S. Highway 99; thence southeasterly along U.S. Highway 99 approximately 250 feet; thence east approximately 1600 feet; thence south to East Glenwood Road; thence east along East Glenwood Road approximately 1250 feet; thence north approximately 1/2 mile; thence west approximately 250 feet; thence north approximately 1/2 mile to the Medford City Limits; thence east along the city limits to Phoenix Road; thence south along Phoenix Road to Coal Mine Road; thence east along Coal Mine Road approximately 9/10 mile to the western boundary of Section 35, T37S, R1W; thence north to the midpoint of the western boundary of Section 35, T37S, R1W; thence west approximately 800 feet; thence north approximately 1700 feet to the intersection with Barnett Road; thence easterly along Barnett Road to the southeast corner of Section 27, T37S, R1W; thence north along the eastern boundary line of said section approximately 1/2 mile to the intersection with the 1800 foot contour line; thence east to the intersection with Cherry Lane; thence following Cherry Lane southeasterly and then northerly to the intersection with Hillcrest Road; thence east along Hillcrest Road to the southeast corner of Section 23, T37S, R1W; thence north to the northeast corner of Section 23, T37S, R1W; thence west to the midpoint of the northern boundary of Section 22; T37S, R1W; thence north to the midpoint of Section 15, T37S, R1W; thence west to the midpoint of the western boundary of Section 15, T37S, R1W; thence south along said boundary approximately 600 feet; thence west approximately 1200 feet; thence north approximately 600 feet; thence west to Foothill Road; thence north along Foothill Road to a point approximately 500 feet north of Butte Road; thence west approximately 300 feet; thence south approximately 250 feet; thence

west on a line parallel to and approximately 250 feet north of Butte Road to the eastern boundary of Section 8, T37S, R1W; thence north approximately 2200 feet; thence west approximately 1800 feet; thence north approximately 2000 feet; thence west approximately 500 feet; thence north to Coker Butte Road; thence east along Coker Butte Road approximately 550 feet; thence north approximately 1250 feet; thence west to U.S. Highway 62; thence north approximately 3000 feet; thence east approximately 400 feet to the 1340 foot contour line; thence north approximately 800 feet; thence west approximately 200 feet; thence north approximately 250 feet to East Vilas Road; thence east along East Vilas Road approximately 450 feet; thence north approximately 2000 feet to a point approximately 150 feet north of Swanson Creek; thence east approximately 600 feet; thence north approximately 850 feet; thence west approximately 750 feet; thence north approximately 650 feet; thence west approximately 2100 feet; thence on a line southeast approximately 600 feet; thence east approximately 450 feet; thence south approximately 1600 feet; thence west approximately 2000 feet to the continuance of the private logging road north of East Vilas Road; thence south along said logging road approximately 850 feet; thence west approximately 750 feet; thence south approximately 150 feet; thence west approximately 550 feet to Peace Lane; thence north along Peace Lane approximately 100 feet; thence west approximately 350 feet; thence north approximately 950 feet; thence west approximately 1000 feet to the western boundary of Section 31, T36S, R1W; thence north approximately 1300 feet along said boundary to the point of beginning.

(13) "Oakridge UGB" means the area enclosed by the following: Beginning at the northwest corner of Section 17, T21S, R3E and the city limits; thence south along the western boundary of Section 17, T21S, R3E along the city limits approximately 800 feet; thence southwesterly following the city limits approximately 750 feet; thence west along the city limits approximately 450 feet; thence northwesterly along the city limits approximately 450 feet; thence on a line south along the city limits approximately 250 feet; thence on a line east along the city limits approximately 100 feet; thence southwesterly along the city limits approximately 200 feet; thence on a line east along the city limits approximately 400 feet; thence on a line south along the city limits to the channel of the Willamette River Middle Fork; thence south-easterly up the Willamette River Middle Fork along the city limits approximately 7200 feet; thence exiting the Willamette River Middle Fork with the city limits in a northerly manner and forming a rough semicircle with a diameter of approximately one-half mile before rejoining the Willamette River Middle Fork; thence diverging from the city limits upon rejoining the Willamette River Middle Fork and moving southeasterly approximately 5600 feet up the Willamette River Middle Fork to a point on the river even with the point where Salmon Creek Road intersects with U.S. Highway 58; thence on a line east from the channel of the Willamette River Middle Fork across the intersection of Salmon Creek Road and U.S. Highway 58 to the intersection with the Southern Pacific Railroad Line; thence northerly along the Southern Pacific Railroad Line to the intersection with the northern boundary of Section 22, T21S, R3E; thence west along the northern boundary of Section 22, T21S, R3E to the intersection with Salmon Creek Road; thence on a line north to the intersection with the Southern Pacific Railroad Line; thence east along the Southern Pacific Railroad Line approximately 600 feet; thence on a line north to the intersection with High Prairie Road; thence on a line west approximately 400 feet; thence on a line north to the intersection with the northern boundary of Section 15, T21S, R3E; thence west along the northern boundary of Section 15, T21S, R3E to the intersection with the southeastern corner of Section 9, T21S, R3E; thence north along the eastern boundary of Section 9, T21S, R3E

approximately 1300 feet; thence on a line west approximately 1100 feet; thence on a line south to the intersection with West Oak Road; thence northwesterly along West Oak Road approximately 2000 feet; thence on a line south to the intersection with the northern boundary line of the city limits; thence westerly and northwesterly approximately 8000 feet along the city limits to the point of beginning.

(14) "Portland AQMA" means the area within the bounds beginning at the point starting on the Oregon-Washington state line in the Columbia River at the confluence with the Willamette River, thence east up the Columbia River to the confluence with the Sandy River, thence southerly and easterly up the Sandy River to the point where the Sandy River intersects the Clackamas County-Multnomah County line, thence west along the Clackamas County-Multnomah County line to the point where the Clackamas County-Multnomah County line is intersected by H. Johnson Road (242nd), thence south along H. Johnson Road to the intersection with Kelso Road (Boring Highway), thence west along Kelso Road to the intersection with Deep Creek Road (232nd), thence south along Deep Creek Road to the point of intersection with Deep Creek, thence southeasterly along Deep Creek to the confluence with Clackamas River, thence easterly along the Clackamas River to the confluence with Clear Creek, thence southerly along Clear Creek to the point where Clear Creek intersects Springwater Road then to Forsythe Road, thence easterly along Forsythe Road to the intersection with Bradley Road, thence south along Bradley Road to the intersection with Redland Road, thence west along Redland Road to the intersection with Ferguson Road, thence south along Ferguson Road to the intersection with Thayler Road, thence west along Thayler Road to the intersection with Beaver Creek Road, thence southeast along Beaver Creek Road to the intersection with Henrici Road, thence west along Henrici Road to the intersection with State Highway 213 (Mollala Avenue), thence southeast along State Highway 213 to the point of intersection with Beaver Creek, thence westerly down Beaver Creek to the confluence with the Willamette River, thence southerly and westerly up the Willamette River to the point where the Willamette River intersects the Clackamas County-Yamhill County line, thence north along the Clackamas County-Yamhill County line to the point where it intersects the Washington County-Yamhill County line, thence west and north along the Washington County-Yamhill County line to the point where it is intersected by Mount Richmond Road, thence northeast along Mount Richmond Road to the intersection with Patton Valley Road, thence easterly and northerly along Patton Valley Road to the intersection with Tualatin Valley State Highway, thence northerly along Tualatin Valley State Highway to the intersection with State Highway 47, thence northerly along State Highway 47 to the intersection with Dilley Road, thence northwesterly and northerly along Dilley Road to the intersection with Stringtown Road, thence westerly and northwesterly along Stringtown Road to the intersection with Gales Creek Road, thence northwesterly along Gales Creek Road to the intersection with Tinmmerman Road, thence northerly along Tinmmerman Road to the intersection with Wilson River Highway, thence west and southwest along Wilson River Highway to the intersection with Narup Road, thence north along Narup Road to the intersection with Cedar Canyon Road, thence westerly and northerly along Cedar Canyon Road to the intersection with Banks Road, thence west along Banks Road to the intersection with Hahn Road, thence northerly and westerly along Hahn Road to the intersection with Mountaindale Road, thence southeasterly along Mountaindale Road to the intersection with Glencoe Road, thence east-southeasterly along Glencoe Road to the intersection with Jackson Quarry Road, thence north-northeasterly along Jackson Quarry Road to the intersection with Helvetia Road,

thence easterly and southerly along Helvetia Road to the intersection with Bishop Road, thence southerly along Bishop Road to the intersection with Phillips Road, thence easterly along Phillips Road to the intersection with the Burlington Northern Railroad Track, thence northeasterly along the Burlington Northern Railroad Line to the intersection with Rock Creek Road, thence east-southeasterly along Rock Creek Road to the intersection with Old Cornelius Pass Road, thence northeasterly along Old Cornelius Pass Road to the intersection with Skyline Boulevard, thence easterly and southerly along Skyline Boulevard to the intersection with Newberry Road, thence northeasterly along Newberry Road to the intersection with State Highway 30 (St. Helens Road), thence northeast on a line over land across State Highway 30 to the Multnomah Channel, thence east-southeasterly up the Multnomah Channel to the difffluence with the Willamette River, thence north-northeasterly down the Willamette River to the confluence with the Columbia River and the Oregon-Washington state line (the point of beginning).

(15) “Portland metropolitan service district boundary” or “Portland Metro” means the boundary surrounding the urban growth boundaries of the cities within the Greater Portland Metropolitan Area. It is defined in the Oregon Revised Statutes (ORS) 268.125 (1989).

(16) “Portland vehicle inspection area” means the area of the state included within the following census tracts, block groups, and blocks as used in the 1990 Federal Census. In Multnomah County, the following tracts, block groups, and blocks are included: Tracts 1, 2, 3.01, 3.02, 4.01, 4.02, 5.01, 5.02, 6.01, 6.02, 7.01, 7.02, 8.01, 8.02, 9.01, 9.02, 10, 11.01, 11.02, 12.01, 12.02, 13.01, 13.02, 14, 15, 16.01, 16.02, 17.01, 17.02, 18.01, 18.02, 19, 20, 21, 22.01, 22.02, 23.01, 23.02, 24.01, 24.02, 25.01, 25.02, 26, 27.01, 27.02, 28.01, 28.02, 29.01, 29.02, 29.03, 30, 31, 32, 33.01, 33.02, 34.01, 34.02, 35.01, 35.02, 36.01, 36.02, 36.03, 37.01, 37.02, 38.01, 38.02, 38.03, 39.01, 39.02, 40.01, 40.02, 41.01, 41.02, 42, 43, 44, 45, 46.01, 46.02, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 57, 58, 59, 60.01, 60.02, 61, 62, 63, 64.01, 64.02, 65.01, 65.02, 66.01, 66.02, 67.01, 67.02, 68.01, 68.02, 69, 70, 71, 72.01, 72.02, 73, 74, 75, 76, 77, 78, 79, 80.01, 80.02, 81, 82.01, 82.02, 83.01, 83.02, 84, 85, 86, 87, 88, 89, 90, 91, 92.01, 92.02, 93, 94, 95, 96.01, 96.02, 97.01, 97.02, 98.01, 98.02, 99.01, 99.02, 99.03, 100, 101, 102, 103.01, 103.02, 104.02, 104.04, 104. 05, 104.06, 104.07; Block Groups 1, 2 of Tract 105; Blocks 360, 361, 362 of Tract 105; that portion of Blocks 357, 399 of Tract 105 beginning at the intersection of the Oregon-Washington State Line (“State Line”) and the northeast corner of Block Group 1 of Tract 105, thence east along the State Line to the intersection of the State Line and the eastern edge of Section 26, Township 1 North, Range 4 East, thence south along the section line to the centerline of State Highway 100 to the intersection of State Highway 100 and the western edge of Block Group 2 of Tract 105. In Clackamas County, the following tracts, block groups, and blocks are included: Tracts 201, 202, 203.01, 203.02, 204.01, 204.02, 205.01, 205.02, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216.01, 216.02, 217, 218, 219, 220, 221.01, 221.02, 222.02, 223, 224, 225, 226, 227.01, 227.02, 228, 229, 230, 231, 232, 233, 234.01, 234.02, , 235, 236, 237; Block Groups 1, 2 of Tract 241; Block Groups 1, 2, 3, 4 of Tract 242; Block Groups 1, 2 of Tract 243.02. In Yamhill County, the following tract is included: Tract 301, except those areas in Tract 301 that lie within the Newberg City Limits defined as of July 12, 1996, and the following blocks within Tract 301: 102B, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121D, 122B, 122C, 123, 126, and 127B. In Washington County the following tracts, block groups, and blocks are included: Tracts 301, 302, 303, 304.01, 304.02, 305.01, 305.02, 306, 307, 308.01, 308.02, 309, 310.03, 310.04, 310.05, 310.06, 311, 312, 313, 314.01, 314.02, 315.01, 315.04, 315.05, 315.06,



315.07, 315.08, 316.03, 316.04, 316.05, 316.06, 316.07, 317.02, 317.03, 317.04, 318.01, 318.02, 318.03, 319.01, 319.03, 319.04, 320, 321.01, 321.02, 322, 323, 324.02, 324.03, 324.04, 325, 326.01, 326.02, 328, 329, 330, 331, 332, 333; Block Groups 1, 2 of Tract 327; Block Group 1 of Tract 334; Block Group 2 of Tract 335; Block Group 1 of Tract 336. In Columbia County the following tracts, block groups, and blocks are included: Tract 9710.98; Block Groups 2, 3 of Tract 9709.98; Blocks 146B, 148, 152 of Tract 9709.98.

(17) “Rogue Basin” means the area bounded by the following line: Beginning at the NE corner of T32S, R2E, W.M., thence south along range line 2E to the SE corner of T39S; thence west along township line 39S to the NE corner of T40S, R7W; thence south to the SE corner of T40S, R7W; thence west to the SE corner of T40S, R9W; thence north on range line 9W to the NE corner of T39S, R9W; thence east to the NE corner of T39S, R8W; thence north on range line 8W to the SE corner of Section 1, T33S, R8W on the Josephine-Douglas County line; thence east on the Josephine-Douglas and Jackson-Douglas County lines to the NE corner of T32S, R1W; thence east along township line 32S to the NE corner of T32S, R2E to the point of beginning.

(18) “Salem-Keizer Area Transportation Study” or “SKATS” means the area within the bounds beginning at the intersection of U.S. Interstate Highway 5 (I-5) with Battle Creek Road SE and Wiltsey Road, south along I-5 to the intersection with the western boundary of Section 24, T8S, R3W; thence due south on a line to the intersection with Delaney Road; thence easterly along Delaney Road to the intersection with Sunnyside Road; thence north along Sunnyside Road to the intersection with Hylo Road SE; thence west along Hylo Road SE to the intersection with Liberty Road; thence north along Liberty Road to the intersection with Cole Road; thence west along Cole Road to the intersection with Bates Road; thence northerly and easterly along Bates Road to the intersection with Jory Hill Road; thence west along Jory Hill Road to the intersection with Stone Hill Avenue; thence north along Stone Hill Avenue to the intersection with Vita Springs Road; thence westerly along Vita Springs Road to the Willamette River; thence northeasterly downstream the Willamette River to a point adjacent to where the western boundary of Section 30, T7S, R3W intersects the Southern Pacific Railroad Line; thence westerly along the Southern Pacific Railroad Line to the intersection with State Highway 51; thence northeasterly along State Highway 51 to the intersection with Oak Grove Road; thence northerly along Oak Grove Road to the intersection with State Highway 22; thence west on State Highway 22 to the intersection with Oak Grove Road; thence north along Oak Grove Road to the intersection with Orchard Heights Road; thence east and north along Orchard Heights Road to the intersection with Eagle Crest Drive; thence northerly along Eagle Crest Drive to the intersection with Hunt Road; thence north along Hunt Road to the intersection with Fourth Road; thence east along Fourth Road to the intersection with Spring Valley Road; thence north along Spring Valley to the intersection with Oak Knoll Road; thence east along Oak Knoll Road to the intersection with Wallace Road; thence south along Wallace Road to the intersection with Lincoln Road; thence east along Lincoln Road on a line to the intersection with the Willamette River; thence northeasterly downstream the Willamette River to a point adjacent to where Simon Street starts on the East Bank; thence east and south along Simon Street to the intersection with Salmon; thence east along Salmon to the intersection with Ravena Drive; thence southerly and easterly along Ravena Drive to the intersection with Wheatland Road; thence northerly along Wheatland Road to the intersection with Brooklake Road; thence southeast along Brooklake Road to the intersection with 65th Avenue; thence south along 65th Avenue to the intersection

with Labish Road; thence east along Labish Road to the intersection with the West Branch of the Little Pudding River; thence southerly along the West Branch of the Little Pudding River to the intersection with Sunnyview Road; thence east along Sunnyview Road to the intersection with 63rd Avenue; thence south along 63rd Avenue to the intersection with State Street; thence east along State Street to the intersection with 62nd Avenue; thence south along 62nd Avenue to the intersection with Deer Park Drive; thence southwest along Deer Park Drive to the intersection with Santiam Highway 22; thence southeast along Santiam Highway 22 to the point where it intersects the Salem Urban Growth Boundary (SUGB); thence following the southeast boundary of the SUGB generally southerly and westerly to the intersection with Wiltsey Road; thence west along Wiltsey Road to the intersection with I-5 (the point of beginning).

(19) “Umpqua Basin” means the area bounded by the following line: Beginning at the SW corner of Section 2, T19S, R9W, on the Douglas-Lane County lines and extending due south to the SW corner of Section 14, T32S, R9W, on the Douglas-Curry County lines, thence easterly on the Douglas-Curry and Douglas-Josephine County lines to the intersection of the Douglas, Josephine, and Jackson County lines; thence easterly on the Douglas-Jackson County line to the intersection of the Umpqua National Forest boundary on the NW corner of Section 32, T32S, R3W; thence northerly on the Umpqua National Forest boundary to the NE corner of Section 36, T25S, R2W; thence west to the NW corner of Section 36, T25S, R4W; thence north to the Douglas-Lane County line; thence westerly on the Douglas-Lane County line to the starting point.

[NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.]

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020 & 468A

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12

DEQ 18-2011, f. & cert. ef. 12-21-11

DEQ 5-2010, f. & cert. ef. 5-21-10

DEQ 3-2007, f. & cert. ef. 4-12-07

DEQ 1-2005, f. & cert. ef. 1-4-05

DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-031-0500

DEQ 1-1999, f. & cert. ef. 1-25-99

DEQ 18-1996, f. & cert. ef. 8-19-96

DEQ 14-1995, f. & cert. ef. 5-25-95

**340-204-0030**

**Designation of Nonattainment Areas**

There are not currently any areas designated as Nonattainment Areas in the State of Oregon.

[NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.]

**Statutory/Other Authority:** ORS 468.020 & 468A.025

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12

DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-030-0005

DEQ 4-1993, f. & cert. ef. 3-10-93

DEQ 23-1991, f. & cert. ef. 11-13-91

DEQ 22-1989, f. & cert. ef. 9-26-89

DEQ 4-1978, f. & ef. 4-7-78

**340-204-0040**

**Designation of Maintenance Areas**

The following areas are designated as Maintenance Areas:

(1) Carbon Monoxide Maintenance Areas:

(a) The Eugene Maintenance Area for carbon monoxide is the Eugene-Springfield AQMA as defined in OAR 340-204-0010;

(b) The Portland Maintenance Area for carbon monoxide is the Portland Metropolitan Service District as referenced in OAR 340-204-0010;

(c) The Medford Maintenance Area for carbon monoxide is the Medford UGB as defined in OAR 340-204-0010;

(d) The Grants Pass Maintenance Area for carbon monoxide is the Grants Pass CBD as defined in OAR 340-204-0010;

(e) The Klamath Falls Maintenance Area for carbon monoxide is the Klamath Falls UGB as defined in OAR 340-204-0010;

(f) The Salem Maintenance Area for carbon monoxide is the Salem-Keizer Area Transportation Study as defined in OAR 340-204-0010.

(2) Ozone Maintenance Areas:

(a) The Medford Maintenance Area for ozone is the Medford-Ashland AQMA as defined in OAR 340-204-0010;

(b) The Oregon portion of the Portland-Vancouver Interstate Maintenance Area for ozone is the Portland AQMA, as defined in OAR 340-204-0010;

(c) The Salem Maintenance Area for ozone is the Salem-Keizer Area Transportation Study as defined in OAR 340-204-0010.

(3) PM10 Maintenance Areas:

(a) The Grants Pass Maintenance Area for PM10 is the Grants Pass UGB as defined in OAR 340-204-0010;

(b) The Klamath Falls Maintenance Area for PM10 is the Klamath Falls UGB as defined in OAR 340-204-0010;

(c) The Medford-Ashland Maintenance Area for PM10 is the Medford-Ashland AQMA as defined in OAR 340-204-0010;

(d) The La Grande Maintenance Area for PM10 is the La Grande UGB as defined in OAR 340-204-0010;

(e) The Lakeview Maintenance Area for PM10 is the Lakeview UGB as defined in OAR 340-204-0010.

(f) The Eugene-Springfield Maintenance Area for PM10 is the Eugene-Springfield UGB as defined in OAR 340-204-0010.

(g) The Oakridge Maintenance Area for PM10 is the Oakridge UGB as defined in OAR 340-204-0010.

(4) PM2.5 Maintenance Areas:

(a) The Oakridge Maintenance Area for PM2.5 is defined as a line from Township 21 South, Range 2 East, Section 11 (northwest corner), east to Township 21 South, Range 3 East, Section 11 (northeast corner), south to Township 21 South, Range 3 East, Section 23 (southeast corner), west to Township 21 South, Range 2 East, Section 23 (southwest corner) connecting back to Township 21 South, Range 2 East, Section 11 (northwest corner).

(b) The Klamath Falls Maintenance Area for PM2.5 as defined in 340-204-0010, upon maintenance plan approval and redesignation by EPA.

[NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.]

**Statutory/Other Authority:** ORS 468.020 & 468A

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 18-2011, f. & cert. ef. 12-21-11

DEQ 4-2007, f. & cert. ef. 6-28-07

DEQ 3-2007, f. & cert. ef. 4-12-07  
DEQ 9-2005, f. & cert. ef. 9-9-05  
DEQ 1-2005, f. & cert. ef. 1-4-05  
DEQ 11-2002, f. & cert. ef. 10-8-02  
DEQ 16-2000, f. & cert. ef. 10-25-00  
DEQ 15-1999, f. & cert. ef. 10-22-99  
DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-031-0530  
DEQ 1-1999, f. & cert. ef. 1-25-99  
DEQ 15-1998, f. & cert. ef. 9-23-98  
DEQ 18-1996, f. & cert. ef. 8-19-96  
DEQ 14-1995, f. & cert. ef. 5-25-95

**Division 240**  
**RULES FOR AREAS WITH UNIQUE AIR QUALITY NEEDS**

**340-240-0010**

**Purpose**

The purpose of this division is to address the air quality control needs of the Medford-Ashland AQMA and Grants Pass UGB (OAR 340-240-0100 through 340-240-0270), the La Grande UGB (340-240-0300 through 340-240-0360), the Lakeview UGB (340-240-0400 through 340-240-0440), and the Klamath Falls Maintenance Area (340-240-0500 through 340-240-0630).

[NOTE: These rules are included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.]

**Statutory/Other Authority:** ORS 468.020 & 468A.025

**Statutes/Other Implemented:** ORS 468A.025 & 468A.035

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15  
DEQ 10-2012, f. & cert. ef. 12-11-12  
DEQ 14-1999, f. & cert. ef. 10-14-99, Renumbered from 340-030-0005  
DEQ 4-1993, f. & cert. ef. 3-10-93  
DEQ 23-1991, f. & cert. ef. 11-13-91  
DEQ 22-1989, f. & cert. ef. 9-26-89  
DmmEQ 4-1978, f. & ef. 4-7-78su

**340-240-0500**

**Klamath Falls Maintenance Area: Applicability**

OAR 340-240-0500 through 340-240-0630 apply in the Klamath Falls Nonattainment Area beginning January 1, 2013. Upon EPA approval of the maintenance plan and redesignation, these rules will continue to apply to the Maintenance Area.

[NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.]

**Statutory/Other Authority:** ORS 468 & 468A

**Statutes/Other Implemented:** ORS 468A.025

**History:**

DEQ 10-2012, f. & cert. ef. 12-11-12

### **340-240-0550**

#### **Klamath Falls Maintenance Area: Requirements for New Sources When Using Residential Wood Fuel-Fired Device Offsets**

(1) All new or modified sources subject to OAR 340 division 224 may opt to use wood fuel-fired device emission reductions to satisfy offset requirements;

(2) Offsets for decommissioning fireplaces and non-certified woodstoves (including fireplace inserts) must be obtained at the ratio specified in OAR 340-224-0530, as applicable. One ton of emission reductions from fireplaces and non-certified wood stoves offsets one ton of emissions from a proposed new or modified industrial point source proposed to be located inside or impacting the maintenance area;

(3) Offsets must be obtained from within the Klamath Falls Maintenance Area; and

(4) The emission reductions offsets must be approved by DEQ and comply with OAR 340-240-0560.

[NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.]

**Statutory/Other Authority:** ORS 468.020, 468A.025 & 468A.040

**Statutes/Other Implemented:** ORS 468A.025, 468A.035 & 468A.040

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12

### **340-240-0560**

#### **Klamath Falls Maintenance Area: Real and Permanent PM2.5 and PM10 Offsets**

(1) For Klamath Falls and other designated areas when allowed under OAR 340-204-0320, annual emissions reductions offsets for PM2.5 and PM10 are determined as follows:

(a) For fireplaces, the emission reductions offsets for decommissioning the fireplace and replacing it with a:

(A) Certified fireplace insert is 0.02 tons for each replaced device;

(B) Pellet stove insert is 0.03 tons for each replaced device; or

(C) Alternative non-wood burning heating system is 0.04 tons for each replaced device.

(b) For non-certified fireplace inserts, the emission reduction for replacing the heating device with a:

(A) Certified fireplace insert is 0.02 tons for each replaced device;

(B) Pellet stove is 0.04 tons for each replaced device; or

(C) Alternative non-wood burning heating system is 0.04 tons for each replaced device.

(c) For conventional (non-certified) woodstoves, the emission reduction for replacing the heating device with a:

(A) Certified woodstove (including both catalytic and non-catalytic designs) or certified fireplace insert is 0.03 tons for each replaced device; or

(B) Pellet stove is 0.05 tons for each replaced device; or

(C) Alternative non-wood burning heating system is 0.06 tons for each replaced device.

(d) For certified woodstoves (including both catalytic and non-catalytic designs), the emission reduction for replacing the heating device with a:

(A) Pellet stove is 0.03 tons for each replaced device; or

(B) Alternative non-wood burning heating system is 0.04 tons for each replaced device

(2) For the emission reductions identified in section (1) to be considered permanent, the person responsible for taking credit for the emission reductions must obtain and maintain the following records for at least 5 years from the date that the proposed industrial point source commences operation:

(a) The address of the residence where the emission reduction occurred;

(b) The date that the emission reduction was achieved;

(c) Purchase and installation records for certified woodstoves, certified inserts, or alternative non-wood burning heating systems;

(d) Records for permanently decommissioning fireplaces, if applicable; and

(e) Disposal records for non-certified woodstoves or fireplace inserts removed.

(3) The records identified in section (2) may be provided by a third party authorized and monitored by the DEQ to procure the emission reductions identified in section (1).

(4) All emission reductions must be achieved prior to startup of the proposed source using the emission reductions as offsets in the permitting action specified in OAR 340 division 224.

[NOTE: As used in this rule, “Certified” includes catalytic and non-catalytic designs, unless otherwise specified.]

[NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan that EQC adopted under OAR 340-200-0040.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.040 & 468A.050

**Statutes/Other Implemented:** ORS 468A.025, 468A.040 & 468A.050

**History:**

DEQ 7-2015, f. & cert. ef. 4-16-15

DEQ 10-2012, f. & cert. ef. 12-11-12