



Project Funding Application Packet

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation & Air Quality (CMAQ) Program

Federal Fiscal Years:

2019 (starting Oct. 1, 2018)

2020 (starting Oct. 1, 2019)

2021 (starting Oct. 1, 2020)

Projects must be ready to initiate during this timeframe.

APPLICATIONS DUE: Friday, September 30, 5pm
Emailed applications only

To file and obtain information:

Rogue Valley Council of Governments
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541.423. 1369
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Purpose

This document announces the **anticipated availability of federal funds for surface transportation projects within the MRMPO planning area**, and the intent of the MRMPO Policy Committee to award funds and program projects. MRMPO anticipates the following funds will be available for the 2019, 2020 and 2021 Federal Fiscal Years (beginning Oct. 1, 2018, Oct. 1, 2019, and Oct. 1, 2020):

	Balance Forward*	2019	2020	2021
Congestion Mitigation and Air Quality Program**	\$3,197,642	\$532,341	\$541,923	\$551,678
Surface Transportation Block Grant***		\$645,907	\$660,763	\$675,960

Considerable uncertainty exists regarding future levels of federal funding for surface transportation, even whether programs and funds will continue to exist – at least in their present form. MRMPO staff will provide funding updates throughout the grant and MTIP process.

*Balance available from prior allocations to Grants Pass and MRMPO

**Estimates from April 19, 2016, *CMAQ Funding Estimation Update* email from Lynde McGregor, ODOT w/ 1.8% annual increase

***Estimates from May 12, 2016, *Copy of MPO Funding Est.* email from John Baker, ODOT

Application Checklist

Applications must include the following:

- ✓ Application form (2019, 2020 & 2021)
- ✓ Photographs of project site, illustrating project need if possible (not applicable to all projects)
- ✓ Map of project site, clearly identifying project termini (not applicable to all projects)
- ✓ For construction projects, completed MRMPO project estimator (available with this packet on line) or licensed engineer's estimate (The MRMPO estimator was developed and is used by ODOT Highway Division. It uses the most current and reasonable cost estimates available.)

Any additional material supplied by applicants will be made available to MRMPO committees for consideration. The application form in this packet must be used for all project applications.

Schedule

Planned schedule and summary of actions listed below. For greater detail or more up-to-date information, please consult RVCOG staff.

June 2, 2016	Technical Advisory Committee conducts final review of project evaluation process
June 16, 2016	Policy Committee conducts final review of project evaluation process
August 2016	Start project solicitation process
Sept. 30, 2016	<i>Applications Due</i> , app. period closes; MRMPO begins application evaluation
Oct. 6, 2016	Technical Advisory Committee application workshop (optional for applicants). Opportunity to present applications - <i>With TAC concurrence, applicants may submit minor changes to applications by email to RVCOG no later than noon, Oct. 26, 2016.</i>
Oct./Nov. 2016	MRMPO advisory committees review applications, evaluate projects, make recommendations to Policy Committee
Oct. 2016	MRMPO initiates Air Quality Conformity Consultation with EPA, FHWA, FTA, DEQ and ODOT
Nov. 17, 2016	Policy Committee awards funds (makes tentative funding decisions). <i>Applicant presentations.</i>
Nov.- Jan. 2016	MRMPO prepares Draft 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Determination (AQCD)
Feb./March 2017	Public Comment Period on Draft 2018-21 MTIP and AQCD
April 6, 2017	Advisory committee makes recommendations on Draft MTIP and AQCD
April 20, 2017	Policy Committee conducts public hearing, adopts Draft MTIP and AQCD
May 2017	MRMPO forwards MTIP project list to ODOT for Statewide Transportation Improvement Program; AQCD submitted to FHWA
May 2017	MTIP submitted to FHWA, FTA and to ODOT for Governor's signature; USDOT issues AQCD

Application Process

The application is an electronically fillable form. Applications must be submitted electronically. Contact MRMPO staff for assistance. Where appropriate, applications must include maps delineating project termini or boundaries and photographs of the project area that help show need for the improvement. Applications for construction must include either a completed estimator (on MRMPO website with this packet) or engineer's stamped estimate.

Project applications will be reviewed in a three-step process prior to consideration by the Policy Committee:

Step 1: Determine Project Funding Eligibility.

Each fund source has a set of qualification rules, which are described below. Applicants should review rules and may consult with MRMPO staff to determine eligibility prior to filling out an application. Applications will be reviewed by MRMPO staff in consultation with FHWA and ODOT to determine initial eligibility. Information provided by applicant must be sufficient to enable staff to determine initial eligibility; the application is designed to provide necessary information.

Step 2: Initial Project Evaluation.

This step also will be conducted by MRMPO staff, using the *Goals and Project Funding Criteria* table on page 10. Staff will evaluate candidate projects based on the extent to which they would contribute to meeting MRMPO goals, the goals of the Regional Transportation Plan and federal planning requirements, as summarized in the Funding Criteria table.

Step 3: MRMPO Committee and Public Review.

MRMPO Technical Advisory Committee (TAC) in public meetings will review and discuss applications and staff evaluations, consider comments from applicants and the public, and make funding recommendations to the Policy Committee.

Recommendations and comments from the TAC and public will be forwarded to the Policy Committee at its public meeting to make tentative funding decisions. Those decisions will go into the draft 2018-2021 MTIP, and be subject to a public hearing by the Policy Committee.

Qualifying for Federal Funds

The STBG and CMAQ programs each have rules governing use of funds. General eligibility guidance appears below. All projects must meet basic eligibility requirements for funding under Titles 23 and 49 of the U.S. Code. Although the MRMPO Policy Committee is responsible for selecting projects for these funds, and amending funded projects into the Metropolitan Transportation Improvement Program and Regional Transportation Plan, FTA and FHWA make all final eligibility determinations and authorize release of funds. All funds not used as directed by the Policy Committee are returned to the region for reallocation. Please consult with MRMPO staff if your questions are not answered here.

Surface Transportation Block Grant (STBG)

This is a flexible funding source that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Qualifying STBG projects include:

- Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except—
 - (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under “Eligible Activities” (b)(4) through (11);
 - (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
 - (4) As approved by the Secretary.
- Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):
 - (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
 - Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
 - Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
 - transit capital projects eligible under chapter 53 of title 49, United States Code;
 - Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - Truck parking facilities eligible under Section 1401 of MAP–21 (23 U.S.C. 137 note); and
 - Border infrastructure projects eligible under Section 1303 of SAFETEA– LU (23 U.S.C. 101 note).
 - (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
 - (3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).

- (4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- (5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
- (6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- (7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- (8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
- (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- (10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.
- (11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- (12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- (13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- (14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- (15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

- Replacement of bridges with fill material;
- Training of bridge and tunnel inspectors;
- Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
- Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
- Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
- Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
- Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
- Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
- Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
- Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);
- Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
- Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
- Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar

activities related to the development and implementation of a performance based management program for other public roads;

- Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and
- Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

Location of Projects: In general, STBG projects may not be on local or rural minor collectors. However, there are exceptions to this requirement, such as: bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, and minor collectors in NHS corridors.

Congestion Mitigation and Air Quality (CMAQ) Program

Eligibility is directly linked to air quality conditions in the MRMPO planning area. To qualify for funding an application must provide adequate information for staff to estimate reduction of on-road particulate emissions 10 microns and smaller (PM₁₀) within the MRMPO planning area and/or reduction of on-road carbon monoxide (CO) emissions within the Grants Pass urban growth boundary (UGB). A cost/benefit analysis also is required. Information provided by applicant at a minimum must be sufficient to enable staff to determine these threshold eligibility requirements.

All CMAQ projects must demonstrate the three primary elements of eligibility: transportation identity, emissions reduction, and location in or benefitting a nonattainment or maintenance area. While project eligibilities are continued, there is some modification with new language placing considerable emphasis on select project types including electric and natural gas vehicle infrastructure and diesel retrofits. As in past authorizations of the program, projects must be included in a Metropolitan Planning Organization (MPO) transportation plan and transportation improvement program (TIP), or the current Statewide TIP in areas that are not part of an MPO. The MPO plans and programs must also have a transportation conformity determination in place, where applicable. In addition, CMAQ investments must comply with the appropriate Federal cost principles, such as 2 CFR 225, the guidelines for State, local, and tribal governments.

Projects NOT ELIGIBLE for CMAQ funding are specifically identified in FHWA's *Final Program Guidance*, http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gd.pdf as follows:

- Light-duty vehicle scrappage programs.
- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes. HOV lane eligibility includes the full range of HOV facility uses authorized under 23 U.S.C §166, such as high-occupancy toll (HOT) and low-emission vehicles.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions. Other funding sources, such as STP and FTA's Section 5307 program, are available for such activities.
- Administrative costs of the CMAQ program may not be defrayed with program funds, e.g., support for a State's "CMAQ Project Management Office" is not eligible.
- Projects that do not meet the specific eligibility requirements of titles 23 and 49 U.S.C. are ineligible for CMAQ funds.
- Stand-alone projects to purchase fuel.
- Models and Monitors – Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible. Such efforts may be appropriate for Federal planning funds.
- Litigation costs surrounding CMAQ or other Federal-aid projects.

Examples of ELIGIBLE Activities (CMAQ):

Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and transportation improvement program (TIP). Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.

- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities.
- Acquisition of diesel retrofits, including tailpipe emissions control devices, and the provision of diesel-related outreach activities.
- Intermodal equipment and facility projects that target diesel freight emissions through direct exhaust control from vehicles or indirect emissions reductions through improvements in freight network logistics.
- Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities.
- Establishment or operation of a traffic monitoring, management, and control facility, including the installation of advanced truck stop electrification systems.
- Projects that improve traffic flow, including efforts to provide signal systemization, construct HOV lanes, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit and multimodal traveler information.
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others.
- Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity. The MAP21 provision on operating assistance (23 USC 149(m)) is being reviewed and guidance interpreting the provision will be issued in the future.
- Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel.
- Vehicle inspection and maintenance programs.

CMAQ Public-Private Partnerships

Through the CMAQ program, MRMPO can fund public-private partnerships in certain instances where a private business or non-profit proposes a service or project that reduces vehicle emissions to the extent that it yields a measurable reduction in CO and PM₁₀ emissions as described above.

Organizations that are not MRMPO members must have their application sponsored by an MRMPO member jurisdiction, with the jurisdiction filing the project application and representing the project. Non-member applicants likely will be expected to provide their sponsoring jurisdiction with all data

and information needed to for the application. If the application is successful, either the sponsoring jurisdiction, or through separate agreement the RVCOG, will be the direct recipient of federal funds, reimbursing the non-member organization for approved project expenses through a separate contract. RVCOG or other direct recipient of project funds may retain a percentage of project funds to reimburse its project- related costs. RVCOG generally requires at least 3 percent of total project cost for its expenses.

Application Instructions – By Section

The attached application form must be filed electronically with MRMPO at the Rogue Valley Council of Governments by the application deadline to be considered for funding under this solicitation. Information below follows the layout of the application. Information to questions in shaded blocks in the application may be used in an evaluation for CMAQ funds.

- 1. Application Information** - The applicant must be an MRMPO member jurisdiction. Member jurisdictions may sponsor projects for non-members, including private organizations. A member staff person must be listed at the bottom of this section as contact for MRMPO staff. **Use built-in attachment function** (click button in project description section) **to attach photographs, maps, charts etc. to help illustrate project need** (please insert files at end of application).
- 2. Cost Estimate & Funding Requested** - Federal funds requested, plus other funds available to applicant must be listed here, by project phase. Include prior year funding, if any. This application covers both the STBG and CMAQ programs. MRMPO will consult with applicants on fund source but if the applicant has a preference, it should be noted and explained in this section. ***For construction projects:* Use built-in attachment function** (click button at bottom of section) **to attach MRMPO Project Cost Estimator** (provided by ODOT, link on page 1) **or engineer’s stamped cost estimate** (please insert files at end of application).
- 3. Project Evaluation Criteria** - This section has four focus areas, each containing criteria based on the MRMPO’s organizational goals, long-range plan (2038 Regional Transportation Plan) goals and federal guidance for MPO planning. The *Goals and Project Funding Criteria* table can be found on page 12. Projects will be evaluated based on listed criteria and, where possible, project scoring will be quantitative. Where such data isn’t available, projects will be scored on a high-medium-low scale. Additional guidance by focus area is provided below.
 - 3. a) Mobility** Include specific data if available regarding accident history and delay. The *Population Served* section is intended to provide project evaluators with some idea of the number of people who could benefit from the project. If the applicant is unable to provide a number, MRMPO staff will use regional data to define a service area and estimate a population.

3. b) Community Vitality & Livability The source for Likely-Underserved Populations Impact/Benefit is the MRMPO's [Title VI Plan](#). Optional questions regarding housing along transit routes and housing/employment in downtown/mixed-use/pedestrian friendly areas are drawn from neighboring RVMPO's Alternative Measures (see [Appendix B](#), in RVMPO's 2013-2038 RTP) which have been adopted to meet Oregon's Transportation Planning Rule requirements in an effort to reduce dependence on vehicles.

3. c) Transportation Options Similar to the explanation above, the questions in this section are based on RVMPO Alternative Measures. For background see link to "Appendix B", above.

3. d) Resource Conservation Applicants for diesel vehicle projects note: vehicle replacements (to new vehicles using cleaner technologies) must be removing older vehicles before they would have been removed through normal fleet turnover or attrition. Replaced vehicle/equipment should be scrapped or remanufactured to a cleaner standard (see Appendix 3: 23 U.S.C. 104(b) (2) Considerations for Diesel Retrofit Projects at [http://www.fhwa.dot.gov/ENVIRonment/air quality/cmaq/policy and guidance/2008 guidance/index.cfm#Appendix1](http://www.fhwa.dot.gov/ENVIRonment/air_quality/cmaq/policy_and_guidance/2008_guidance/index.cfm#Appendix1)).

MRMPO Project Evaluation Measures (**Optional criteria highlighted in yellow, Red criteria may be eligible for CMAQ review**)

Recommended Goals & Project Funding Criteria

	MRMPO Recommended Goals and Objectives		MPO Requirements (23 CFR, Part 450.306)	Recommended Evaluation Criteria	How Measured	
1: Mobility		Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	1. Safety or security issue addressed; Accident/injury reduction	Describe safety problem, and how project would reduce number and severity of crashes. (If project demonstrates air quality benefit it will be evaluated for CMAQ.)	
				2. Congestion relief/reduce delay	Level of Service improvement; idle time reduced. HDV may be calculated separately. (To qualify for CMAQ project must provide cost-effective congestion mitigation that provides an air quality benefit. If project adds capacity, it will not be considered for CMAQ.)	
		Optimize safety and security of the transportation system.		Increase accessibility and mobility.	3. Promote connectivity (more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet emission reduction requirements.
				Increase safety of the transportation system.	4. Population # served (ADT; pop/jobs w/in 1/2-mi)	Provide traffic count; estimate # jobs and population that will be served by this project. Objective is to show the number of people who will be served by the project. Staff will estimate population & employment using model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
2: Community Vitality & Livability	Continue to work toward more fully integrating transportation and land use planning.	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development.	1. Benefit/impact on Senior, Disabled, Low-Income, Minority, or Limited English Proficiency (LEP) populations	Describe the benefit/impact to subject populations. Is the project located within an area identified in the MRMPO Title VI Plan, Maps 1-3?	
				2. Increase housing on transit route	Does the project promote or support an increase in housing along transit routes (link to VMT reduction)?	
		Use transportation investments to foster economic opportunities.		Increase % housing in downtowns, mixed use/pedestrian friendly areas	3. Increase % housing in downtowns, mixed use/pedestrian friendly areas	Is the project located in a downtown, activity center, designated TOD or other mixed-use (residential/employment) area? Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.
				Increase % employment in downtowns, mixed use/ pedestrian friendly areas	4. Benefit to freight movement, commercial traffic	Describe the benefit to movement of commercial vehicles. (If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ).
3: Transportation Options	Increase integration and availability of transportation options.	Use incentives and other strategies to reduce reliance on single-occupant vehicles.		1. Encourage/support SOV reduction; Reduce auto dependence.	Does the project reduce Single Occupant Vehicle (SOV) use; what elements of the project contribute?	
				2. Increase transit, bike, ped mode share	Describe how the project will increase use of alternative modes.	
				3. Increase bike facilities on collectors, arterials	Provide total length of qualifying bicycle lane	
				4. Increase sidewalks on collectors and arterials	Provide total length of qualifying sidewalks	
4: Resource Conservation	Incorporate environmental and energy conservation into the MRMPO planning process.	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project's benefit to the natural environment. Does project include conservation features (ex. permeable surface)?	
				2. Air quality benefit, long term including nitrous oxides (NOX) and volatile organic compounds (VOC), (combined form air pollution known as "smog").	If there are air quality benefits in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.	
				3. Reduce carbon monoxide emissions (CO) ₁	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel?	
			Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
					5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? (If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)
					6. Reduce VMT	Reduction formula based on project type.
					7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; improve other transportation function with smaller investment; reduced operational costs; other?
					8. Other public, private funding sources (leverage)	List overmatch, other funds



Project Funding Application:

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: **2019 - 2021**

Applications Due: **Friday, September 30, 5pm**

Eligibility

This application is to be used to apply for MRMPO STP and CMAQ funds. MRMPO will attempt to establish eligibility prior to funding consideration by the Policy Committee. Final eligibility determinations will be made by Federal Highway Administration. Please refer to attached instructions for details about information required below.

Project Readiness

Federal funds from both programs to be awarded to projects through this solicitation will be available Oct., 2018 (Federal Fiscal Year 2019), Oct. 1, 2019 (FFY 2020), Oct. 1, 2020 (FFY 2021). Project will be ready with match funds (generally 10.27%) and additional funds necessary to complete project/phase, in (check one):

Oct. 1, 2018 (FFY 2019) Oct. 1, 2019 (FFY 2020) Oct. 1, 2020 (FFY 2021)

Maps & Photographs

As applicable, maps illustrating project location (with termini) and photographs of area (especially illustrating need or deficiency) **are required**. These items along with the information provided below will be used to evaluate the project and will be viewed by the Policy Committee as members make funding decisions.

1. APPLICATION INFORMATION

Fill out this part completely

Applicant (Must be MRMPO Member)

Partner (if any)

May be a jurisdiction or other public or private organization

Project Title

Mode: Roadway Transit Bike/Ped Other

Project Description: **Attach map and photographs**

Project Location Detail: (as applicable)

- Street(s) Name (or Nearest Street): _____ • Functional Class: _____
- Cross Streets, Termini: _____
- Total Lineal Feet of Grant-Funded Improvement _____

Staff Contact

Phone

Email:

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

2. COST ESTIMATE & FUNDING REQUESTED *Fill out this part completely*

Total Estimated Project Cost: *For construction projects, attach cost estimator or engineer's stamped estimate*

	Year	Federal Funds Requested		Local Funds*	Other	Total
		STBG	CMAQ			
Project Devel.		\$	\$	\$	\$	\$
Design/Engineer		\$	\$	\$	\$	\$
Right-of- Way		\$	\$	\$	\$	\$
Construction		\$	\$	\$	\$	\$
Other		\$	\$	\$	\$	\$
Total		\$	\$	\$	\$	\$

**Highly leveraged projects earn higher rating)*

Fund Preference - if any	STBG <input type="checkbox"/>	CMAQ <input type="checkbox"/>	<i>If preference checked, please explain:</i>
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3. PROJECT EVALUATION CRITERIA *Complete as applicable to project*

Applications will be scored according to how well the project fulfills *recommended* MRMPO goals in the four areas itemized below: **Mobility, Community Vitality & Livability, Transportation Options** and **Resource Conservation**. A full explanation of these goals-based criteria is in the attached guidance. Reviewing the goals may help in providing the best information about your project. **It is not anticipated that any one application would respond to all items in this section.**

Information provided in the **shaded areas** may be used to evaluate project for CMAQ funding.

3.a) MOBILITY

Safety: Project anticipated to reduce the number and severity of crashes.

Location: Roadway Bike/Ped Transit Other *Explain "Other":*

Crash Data / History:

Describe safety problem and how project will address it:

Congestion Relief – Reduce Delay: Improve LOS Reduce Delay/Idle Time

How Will Project Reduce Congestion and Delay? Include idle time estimate. Measurable heavy-duty vehicle improvements should be entered in section 3.b

Promote Connectivity: Roadway Bike/Ped Transit Anticipate VMT Reduction

Describe connectivity feature(s); How project completes network. Explain anticipated VMT Reduction (if checked)

Population Served: Applicant-Provided ADT _____ or Transit Boarding _____

RVMPO staff will estimate number of people served by project (population and employment) using RVMPO travel demand model data (TAZ data).

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3.b) COMMUNITY VITALITY & LIVABILITY	
Likely-Underserved Populations Impact/Benefit: Minority & Limited English Proficiency, Low-Income, Senior, Disabled Populations <i>(Applicant may provide additional information here regarding populations to be served)</i>	
<input type="checkbox"/> Project will improve handicapped access	
Project Supports Increased Housing on Transit Route <input type="checkbox"/> Yes	Identify route (or potential route), explain relationship
Project Supports Increased Housing and/or Employment in Downtown, Mixed-Use/Pedestrian-Friendly Areas. <input type="checkbox"/> Yes	- Project is located in a downtown, activity center, or other mixed-use (residential/employment) area <input type="checkbox"/> Yes <input type="checkbox"/> No - Project supports/is part of a high-density (at least 10 du/acre) area: <input type="checkbox"/> Yes <input type="checkbox"/> No - Identify or Describe Area:
Benefits Freight Movement <i>(check appropriate)</i>	<i>Provide as appropriate:</i>
<input type="checkbox"/> Reduce Truck VMT <input type="checkbox"/> Reduce Truck Idle <input type="checkbox"/> Other <i>(explain at right)</i>	<ul style="list-style-type: none"> • Truck VMT/yr _____ • Anticipated Truck VMT Reduction/yr _____ • Truck Idle Hrs/yr _____ • Anticipated Truck Idle Reduction/yr _____ • Truck ADT _____ • Additional Information: <p><i>(If project reduces truck VMT or emissions, project may be evaluated for CMAQ funds. Light-duty vehicle reductions should be entered in 3a –Mobility, above.)</i></p>

3.c) TRANSPORTATION OPTONS	
Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles <input type="checkbox"/> Yes	<i>Explain:</i>
Project Supports Increased Transit, Bike, Pedestrian Mode Share <input type="checkbox"/> Yes	<i>Explain:</i>
Project is or Includes Bicycle Facility <input type="checkbox"/> Yes	
Project is or Includes Bicycle Facility on a Collector or Arterial <input type="checkbox"/> Yes	<i>Total Lane length:</i> _____
Project is or Includes a Sidewalk <input type="checkbox"/> Yes	
Project is or Includes a Sidewalk on a Collector or Arterial in Mixed-use/Downtown Area <input type="checkbox"/> Yes	<i>Total length:</i> _____

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3.d) RESOURCE CONSERVATION

Environmental Mitigation

(Describe conservation features to be incorporated -- permeable surface, wetland protection, etc.)

Air Quality Benefits (in addition to those identified elsewhere)

Diesel Vehicle Project (check one)

- Diesel retrofit
- Diesel Fuel Conversion
- Alt Fueling Station
- Other (explain at right)

Project Description:

New Fuel Type: _____

Number on-road vehicles covered or served: _____ vehicles

Annual mileage all project vehicles within RVMPO area: _____ miles/yr

CO₂ Reductions

Yes

Explain:

(Generally, project that reduces travel by combustion vehicle)

Emerging Technology

Yes

Explain:

(Describe technology to be incorporated)

System Preservation

Yes

Explain:

Pavement Preservation

Yes

(How project extends the life of existing facility)

VMT Reduction: (Explain how project will reduce travel)

Estimate VMT Reduction _____ miles/yr.

System Efficiency

Yes

Explain:

(Project expands capacity without major investment; improves function without increasing capacity.)

Project Lifespan _____ yrs. **For CMAQ Funding:** Duration of PM10 & CO Benefit _____ yrs.

(Duration of improvement, program or service in this application)

4. ADDITIONAL PROJECT INFORMATION Optional; Information not submitted elsewhere

Empty box for additional project information.