



Project Funding Application Packet

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

Federal Fiscal Years:

2022 (starting Oct. 1, 2021)

2023 (starting Oct. 1, 2022)

2024 (starting Oct. 1, 2023)

Projects must be ready to initiate during this timeframe.

APPLICATIONS DUE: Monday, September 30, 2019

by 5:00 p.m.

Emailed applications only

To file and obtain information:

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Purpose

This document announces the **anticipated availability of federal funds for surface transportation projects within the Middle Rogue Metropolitan Planning Organization (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 2022, 2023 and 2024 Federal Fiscal Years (beginning Oct. 1, 2021, Oct. 1, 2022, and Oct. 1, 2023):

| | 2022 | 2023 | 2024 |
|---|-------------|-------------|-------------|
| Congestion Mitigation and Air Quality Program | \$450,016 | \$450,016 | \$450,016 |
| Surface Transportation Block Grant | \$699,336 | \$714,722 | \$730,445 |

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 TIP process.

Application Checklist

Applications must include the following:

- ✓ Application form (2022, 2023 & 2024)
- ✓ 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 online) or licensed engineer’s estimate (The MRMPO estimator was developed and is used by Oregon’s Department of Transportation, 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.

| | |
|------------------------|---|
| July 31, 2019 | Start project solicitation process |
| Sept. 30, 2019 | <i>Applications Due</i> , app. period closes; MRMPO begins application evaluation |
| Oct. 3, 2019 | 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, Friday, October 11, 2019.</i> |
| Oct. 2019 | MRMPO advisory committees review applications, evaluate projects, make recommendations to Policy Committee |
| Oct. 2019 | MRMPO initiates Air Quality Conformity Consultation with EPA, FHWA, FTA, DEQ and ODOT |
| Oct. 2019 | Policy Committee awards funds (makes tentative funding decisions). <i>Applicant presentations.</i> |
| Nov.– Dec. 2019 | MRMPO prepares Draft 2021–2024 Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD) |
| Jan./Feb. 2020 | Public Comment Period on Draft 2021–24 TIP and AQCD |
| March 5, 2020 | Advisory committee makes recommendations on Draft TIP and AQCD |
| March 19, 2020 | Policy Committee conducts public hearing, adopts Draft TIP and AQCD |
| April 2020 | MRMPO forwards TIP project list to ODOT for Statewide Transportation Improvement Program; AQCD submitted to FHWA |
| May 2020 | TIP 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 sufficiently enable staff to determine initial eligibility; the application is designed to provide necessary information.

Step 2: Initial Project Evaluation.

This step will be conducted by the MRMPO Technical Advisory Committee (TAC), using the *Goals and Project Funding Criteria Table* on page 11. The TAC 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.

The Technical Advisory Committee will review and discuss—during public meetings—the applications, 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 2021–2024 TIP 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. ODOT guidance on CMAQ may be found at this [link](#). Although the MRMPO Policy Committee is responsible for selecting projects for these funds and amending funded projects into the 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). Information provided by applicant—at a minimum—must sufficiently 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) according to ODOT's guidelines can be found at the following link:

[Congestion Mitigation & Air Quality Guidelines \(CMAQ\)](#)

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. Increase safety of the transportation system. Increase security of the transportation system. | 3. Promote connectivity (more direct travel, network infill) | Describe connectivity feature. If project reduces VMT it could help the region meet emission reduction requirements. |
| | | | | 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. | Support economic vitality especially by enabling global competitiveness, productivity and efficiency. | 3. Increase % housing in downtowns, mixed use/pedestrian friendly areas Increase % employment 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. |
| | | | | 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. |
| | | Encourage use of cost-effective emerging technologies to achieve regional transportation goals. | Emphasize the preservation of the existing transportation system. | 3. Reduce carbon monoxide emissions (CO) ₁ | Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? |
| | | | | 4. Use emerging/new technology 5. Preserves existing transportation asset | Describe technology to be incorporated into project. 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 7. Improve system efficiency | Reduction formula based on project type. 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 | |

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

| Total Estimated Project Cost: For construction projects, attach RVMPO 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 | | \$ | \$ | \$ | \$ | \$ |
| <i>*Federally required match; Highly leveraged projects earn higher rating. **Other = Additional match</i> | | | | | | |
| Fund Preference —if any | | | STBG | CMAQ | If preference checked, please explain: | |
| For CMAQ Funding: Describe how the project is CMAQ eligible. For partial CMAQ funding, note which eligible elements of the project are seeking CMAQ funding. (Eligibility Guidelines: https://rvmpo.org/images/asstd%20misc/ODOT_CMAQ_Guidelines_February2018.pdf) | | | | | | |

3. PROJECT EVALUATION CRITERIA — Complete as applicable to project.

Applications will be scored according to how well the project fulfills RVMPO goals in the four areas itemized below: **Mobility, Community Vitality & Livability, Transportation Options** and **Resource Conservation**. Evaluation criteria are based on the region's transportation goals and federal planning requirements. 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 or prevent the potential number and severity of crashes.

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

Crash Data / History:

How does the project increase safety or address/reduce a current safety concern? (Please see [ARTS Crash Reduction Factor List](#) on the RVMPO's website for examples of project types.)

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

Does the project remove or mitigate a current barrier? Is the project part of a systematic approach?

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

3.b) COMMUNITY VITALITY & LIVABILITY

Traditionally Underserved Population Benefit: *Applicants should consult both Title VI & Environmental Justice Plan and Transportation Needs Assessment for Traditionally Underserved Populations.* Applicant may provide additional information below regarding investment in population areas (Low-Income, Minority, Seniors, Children, Limited English Proficiency) and/or identified needs addressed.

Will project improve disabled access?

Benefits Freight Movement

Check appropriate:

Reduce Truck VMT

Reduce Truck Idle

Other (explain at right)

Provide as appropriate:

Truck ADT _____

Truck Idle Hrs/yr _____

Anticipated Truck Idle Reduction/yr _____

Truck VMT/yr _____

Anticipated Truck VMT Reduction/yr _____

Additional Information:

(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.)

3.d) RESOURCE CONSERVATION

| | |
|---|--|
| Environmental Mitigation: Describe conservation features to be incorporated (<i>e.g.: permeable surface, wetland protection, etc.</i>). | |
| Air Quality Benefits (<i>in addition to those identified elsewhere</i>) | |
| Diesel Vehicle Project (check one) <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Diesel Fuel Conversion <input type="checkbox"/> Alt Fueling Station <input type="checkbox"/> Other (explain at right) | Project Description: New Fuel Type: _____ Number on-road vehicles covered or served: _____ vehicles Annual mileage all project vehicles within MRMPO area: _____ miles/yr |
| Greenhouse Gas Emission Reductions (CO₂) Yes <i>(Generally, project that reduces travel by combustion vehicle)</i> | Explain: |
| Emerging Technology Yes <i>(Describe technology to be incorporated)</i> | Explain: |
| System Preservation Yes Pavement Preservation Yes <i>(How project extends the life of existing facility)</i> | Explain: |
| VMT Reduction: (Explain how project will reduce travel) Estimate VMT Reduction _____ miles/yr. | |
| System Efficiency Yes <i>(Project expands capacity without major investment; improves function without increasing capacity.)</i> | Explain: |
| Project Lifespan _____ yrs. For CMAQ Funding: Duration of PM10 & CO Benefit _____ yrs. <i>(Duration of improvement, program or service in this application)</i> | |
| 4. ADDITIONAL PROJECT INFORMATION Optional; Information not submitted elsewhere | |
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