



AGENDA

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

Date: Thursday, June 2, 2016

Time: 1:30 p.m.

Location: Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street, Grants Pass, Oregon

Phone : Sue Casavan, RVCOG, 541-423-1360
MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaChair

2. Review/Approve Minutes (Attachment #1)Chair

Action Item:

3. Congestion Mitigation & Air Quality (CMAQ) / Surface Transportation Block Grant (STBG) Project Solicitation Process Andrea Napoli

Background: This is a discussion about the project selection/application process for the 2019-21 STBG and CMAQ funds. Projects proposed for funding have been pulled from the Regional Transportation Plan (RTP) Project List.

Attachment: #2 – Memo, Draft Project Funding Table, RTP Short Range Project List, RTP Medium Range Project List, Application Packet

Action Requested: The TAC is being asked to concur with the project selection process for awarding 2019-2021 Federal funds.

4. MRMPO Update Dan Moore

5. Public Comment*Chair

(Limited to one comment per person, five minute maximum time limit)

8. Other Business / Local BusinessChair

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.

9. AdjournmentChair

- The next Middle Rogue MPO TAC meeting will be **Thursday, July 7, at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**
- The next Middle Rogue MPO Policy Committee meeting will be **June 16, at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

April 7, 2016

The following people were in attendance:

MRMPO Technical Advisory Committee

<u>Member</u>	<u>Organization</u>	<u>Phone Number</u>
Eric Heesacker for Chuck DeJanvier	Josephine County	474-5460
Ian Horlacher	ODOT	774-6399
John Krawczyk, Vice Chair	Rogue River	582-4401
Mike Kuntz for John Vial	Jackson County	774-6238
Kelli Sparkman	ODOT	774-6383
Lora Glover	Grants Pass	450-6071
Rick Hohnbaum	Gold Hill	855-1525
Staff		
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Others Present		
Leslie Orr	Grants Pass Bike/Ped.	

1. Call to Order / Introductions / Review Agenda

The Vice Chairman called the meeting to order at 1:35 PM. Members introduced themselves.

2. Review / Approve Minutes

The Chairman asked if there were any changes or additions to the previous meeting minutes.

On a motion by Kelli Sparkman, seconded by Lora Glover, the Committee approved the minutes as presented. Mike Kuntz and Eric Heesacker abstained.

Action Items:**3. MRMPO Unified Planning Work Program (UPWP) 2016-17**

Dan Moore said that the TAC is being asked to make a recommendation to the Policy Committee on adoption of the Unified Planning Work Program (UPWP) for fiscal year 2017 (beginning July 1, 2016). The Policy Committee will conduct a public hearing and adopt the Unified Planning Work Program on April 21, 2016. The TAC has previously gone over all involved documents.

The time the Policy Committee and TAC members spend on MRMPO planning will continue to be used as in-kind match for the Federal Transit Administration (FTA 5303) funds, freeing dues funds for other expenses.

Next fiscal year, some of the major work tasks include:

- Updating the Public Participation Plan
- Soliciting 2019, 2020, & 2021 Congestion Mitigation and Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) funded projects (STBG is the new name for STP funds)
- Developing the 2018-21 Transportation Improvement Program (TIP)
- Continuing work on the Rogue Valley Intelligent Transportation System (ITS) Plan
- Developing an alternative route plan as a key management strategy to minimize the effects of congestion-causing events
- Updating the Title 6/EJ plan

The draft UPWP budget summary (Table 1) includes:

MRMPO FY 2017 UPWP BUDGET

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Transportation Planning Funds by Source and Activity

	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks						
1. Program Management						
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$45,000	\$15,000	\$1,717	\$6,894	\$0	\$68,611
1.2 UPWP Development & UPWP Progress	\$5,000	\$750	\$86	\$0	\$0	\$5,836
1.3 Public Education and Involvement Program	\$3,000	\$1,000	\$114	\$0	\$0	\$4,114
1.4 Interagency & Jurisdictional Coordination	\$5,000	\$800	\$92	\$0	\$0	\$5,892
1.5 Grant Writing	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Totals	\$59,000	\$17,550	\$2,009	\$6,894	\$0	\$85,453
2. Short Range Planning						
2.1 TIP Activities	\$46,093	\$5,057	\$579	\$0	\$0	\$51,729
2.2 Air Quality Conformity	\$10,000	\$4,080	\$467	\$0	\$0	\$14,547
2.3 Local TSP Technical Assistance	\$10,000	\$500	\$57	\$0	\$0	\$10,557
2.4 STP & CMAQ Project Funds Management	\$10,736	\$1,500	\$172	\$0	\$0	\$12,408
Totals	\$76,829	\$11,137	\$1,275	\$0	\$0	\$89,241
3. Long Range Planning						
3.1 ITS Coordination	\$10,000	\$5,000	\$572	\$0	\$0	\$15,572
3.2 RTP Maintenance	\$17,363	\$5,000	\$572	\$0	\$0	\$22,935
3.3 VMT Per Capita Benchmarks	\$0		\$0	\$0	\$40,000	\$40,000
3.4 Alternative Route Plan	\$40,000	\$5,916	\$677	\$1,495	\$0	\$48,088
Totals	\$67,363	\$15,916	\$1,822	\$1,495	\$40,000	\$126,596
4. Data Development						
4.1 Research & Analysis Program	\$10,986	\$2,584	\$296	\$0	\$0	\$13,866
4.2 Data collection/analysis for Title 6 & EJ	\$1,500	\$500	\$57	\$0	\$0	\$2,057
Totals	\$12,486	\$3,084	\$353	\$0	\$0	\$15,923
5. Transit - JOCO						
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$215,678	\$52,687	\$6,030	\$8,389	\$40,000	\$322,784

(1) FHWA MPO Planning funds are allocated to the MRMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$188,381; ODOT Match: \$21,561; and FY 2015 Carryover PL: \$5,147 and match: \$589 for a Total of \$215,678 for FY 2017.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$52,687) and a required 10.27% local share (\$6,030) provided by in-kind in lieu of cash match.

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

4) ODOT Region 3 planning funds.

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

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

- **Table #2 - Proposed Program Activity** - outlining work tasks for program management, short/long range planning, data development/maintenance and transit. Proposed activities include:
 1. **Program Management** - Continue previous tasks, update website, anticipate FAST rulemaking; track & implement required federal changes, update Public Participation Plan.
 2. **Short Range Planning** - Maintain current TIP, solicit for 2019-21 CMAQ/STP funded projects, Develop 2018-21 TIP & AQCD, serve on TSP TAC.
 3. **Long Range Planning** - Continue regional ITS plan development. Maintain RTP. Develop VMT per capita benchmarks per TPR. Use \$40,000 R3 funds. Develop alternative route plan for non-recurring congestion causing events on traffic flow (RTP security planning).
 4. **Data Development** - R&A continue support for improved travel demand model, continue GIS activities, update Title 6/EJ Plan. Complete bike level of stress analysis.
 5. **Transit** – Continue with passenger survey if necessary.

The draft UPWP has been submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff asked jurisdictions, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing at the April 21st Policy Committee meeting.

Based on concerns expressed by Committee members, Dan Moore clarified that the model could be used as a tool for data collection. Additional concern was expressed about developing a sub committee to do the work.

Acronym accuracy was mentioned as being an important part of the Plan.

On a motion by Mike Kuntz, seconded by Lora Glover, the Committee recommended Policy Committee approval of the 2016-17 MRMPO Unified Planning Work Program (UPWP). The vote was approved by unanimous voice vote.

4. State Transportation Improvement Program Enhance Non-Highway Proposals

In July 2015, the Oregon Transportation Commission (OTC) approved Enhance program funding and a revised process for the FY 2018-2021 State Transportation Improvement Program (STIP). Region 3 will receive -\$5.169 million. Enhance funds are mostly comprised of federal funds allocated to the State, and do not include federal or state formula disbursements to local jurisdictions. ODOT would like to share your input with the RVACT on the following STIP Enhance Non-Highway proposals:

- Jackson County: Rogue River Greenway: Rock Point to Twin Bridges - \$2,400,000 request
- Josephine Community Transit: 5th Street Transit hub – \$596,000 request

#3 – ODOT Cover Letter – STIP Enhance Non-Highway Proposals, Enhance Funding Guidelines (Requesting input by April 29, 2016.)

#3A – Rogue River Greenway: Rock Point to Twin Bridges, Enhance Proposal Form

#3B – Josephine Community Transit: 5th Street Transit Hub, Enhance
Proposal Form

The applications have not reached a point where they can be scored yet. Dan Moore said that ODOT would like TAC comments shared with RVACT. It was suggested that the cover sheets should include more identification information, so as not to be identical. Ian Horlacher said that the project benefits needed to be clearly articulated.

On a motion by Rick Hohnbaum, seconded by Kelli Sparkman, the Committee gave its support for the two Enhanced projects as they work their way through the approval process. The motion passed unanimously by voice vote.

5. MRMPO Boundary Adjustment

The City of Grants Pass recently amended their Urban Growth Boundary (UGB). A small section of the new UGB, in the northern part of the City, is outside of the current Middle Rogue MPO planning boundary. Staff proposes to adjust the MRMPO boundary to reflect Grants Pass' new UGB (see map of page 2 below). The boundary adjustment is consistent with Federal transportation planning regulations cited below.

Federal Code 23 USC 134 (c) sets forth several options for metropolitan planning area boundaries that are found in the Code of Federal Regulation, Appendix B, Subpart C, Section **450.312 Metropolitan Planning Area Boundaries (23 CFR 450)**.

- (a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) *plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.*

Typically, MPO boundaries are adjusted during each Census. The MRMPO boundary was set in 2013 based on the 2010 Census. The MRMPO could wait until 2020 to adjust the boundary, or take action now which will mean that the 2015 – 2040 RTP will be consistent with federal transportation planning regulations.

The members discussed specifics of the exhibit map. An RTP amendment will be needed to make the adjustment. This is a housekeeping matter. Mike Kuntz suggested that the amendment be postponed until it could be combined with another amendment for efficiency. Ian Horlacher advocated for current adoption.

On a motion by Lora Glover, seconded by Ian Horlacher the TAC recommended that the Policy Committee table the amendment. The motion passed unanimously.

6. Planning Update –

- Staff sees an activity lull coming in the next few months because all documents have been completed, or are in final review. The RTP approval is immanent and will be a huge milestone.
- STP and CMAQ project solicitations will be coordinated with the identical RVMPO process.
- The new FAST ACT funding (SP and CMAQ) is going slowly. Additional jurisdictions/agencies are expected to be competing for the funds. Budget amounts are

uncertain at this point. The Committee agreed that moving ahead with project review/rankings was warranted.

- DLCD has put together an Advisory Committee for the Target Rule review process. Time frame is 2040. Darrin Fowler (Dan DeYoung, alternate) will represent the MRMPO. MRMPO may be included in the new rule. The RVMPO is already included. More information will be forthcoming.

7. Public Comment -

8. Other Business / Local Business –

Ian Horlacher said that the said that the Rogue River TSP and Gold Hill Street Network plan updates is nearing completion.

9. Adjournment -

The meeting was adjourned at 2:17 PM.

Scheduled Meetings:

- | | |
|---------------|--------------------------|
| *MRMPO TAC | May 5th @ 1:30 pm. |
| *MRMPO Policy | April 21, 2016 @ 2:30 pm |



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

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

DATE: May 25, 2016
TO: MRMPO Technical Advisory Committee
FROM: Andrea Napoli, Senior Planner
SUBJECT: 2019-2021 Federal Funds, CMAQ and STBG

The TAC is being asked to review and approve the project selection and application process to award the MPO's Federal STBG and CMAQ funds for 2019-2021. This will begin the development of the MRMPO's 2018-2021 Transportation Improvement Program (TIP).

Due to the MRMPO Regional Transportation Plan (RTP) Project List having been recently developed and approved, staff proposes to apply the 2019-2021 STBG and CMAQ dollars to projects listed in the Short Range Project List (see Draft 2019-2021 STBG/CMAQ Project List, attached). Any remaining dollars would then be applied to a project selected from the Medium Range Project List. Note that any projects proposed for CMAQ funding will need to confirm eligibility.

All projects will need to have an application completed and submitted. Deadline for application submittal is September 30.

Attached is the following:

- **Draft 2019-2021 STBG/CMAQ Project List** – for review and recommendation
Developed using the RTP Short Range Project List, excluding project currently in the 2015-2018 TIP, and contains two projects from the Medium Range Project List (as remaining funds allow)
- **RTP Short Range Project List** – for reference
- **RTP Medium Range Project List** – for reference
- **STBG & CMAQ Funding Application Packet** – for review and approval

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Funding Sources (2019 - 2021)			Total	Conformity Status	Project Located in CO or PM10 Maintenance Area?
					CMAQ	STBG	Local Match			
Funds Available (incl balance forward)					\$4,823,584	\$1,982,630				
Gold Hill										
0				\$0						
				Total	\$0	\$0	\$0	\$0		
				Funds Remaining	\$4,823,584	\$1,982,630				
Grants Pass										
202	G Street: Lincoln Road to Leonard Street*	Full reconstruction of arterial to include TWLTL, bike lanes, sidewalks, parking one side.	Short	\$1,124,643		\$995,923	\$128,720	\$1,124,643	Exempt	PM ₁₀
203	Fruitdale Drive: Parkdale Drive to Overland Drive	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Short	\$3,213,256				\$0	Exempt	PM ₁₀
204	G Street: Leonard Road to 3rd Street*	Stripe for TWLTL	Short	\$903,013	\$799,659		\$103,354	\$903,013	Exempt	PM ₁₀
205	Fruitdale Drive: Overland Drive to Rogue River Hwy*	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Short	\$4,498,558	\$3,983,678		\$514,880	\$4,498,558	Exempt	PM ₁₀
				Total	\$4,783,337	\$995,923	\$746,954	\$6,526,214		
				Funds Remaining	\$40,247	\$986,707				
Jackson County										
0					\$0	\$0	\$0	\$0		
				Total	\$0	\$0		\$0		
				Funds Remaining	\$40,247	\$986,707				
Josephine County										
0										
				Total	\$0	\$0	\$0	\$0		
				Funds Remaining	\$40,247	\$986,707				
Rogue River										
601	E. Main Street Bridge	Bridge replacement at Wards Creek, widen or replace to arterial standard.	Short	\$570,000	\$0	\$504,761	\$65,239	\$570,000	Exempt	NA
				Total	\$0	\$504,761	\$65,239			
				Funds Remaining	\$40,247	\$481,946				
Josephine Community Transit										
0										
				Total	\$0	\$0	\$0	\$0		
				Funds Remaining	\$40,247	\$481,946				
*Requires analysis to confirm eligibility for CMAQ funding					AFTER FUNDING SHORT RANGE PROJECTS, FUNDS REMAINING	\$40,247	\$481,946			

SELECTION OF MEDUIM RANGE PROJECTS w/ COST AMTS THAT COULD BE COVERED w/ REMAINING \$										
Grants Pass										
211	Dimmick Street: C Street to Railroad Crossing	Full reconstruction of arterial with TWLTL	Medium	\$324,493			\$0		Exempt	PM ₁₀
219	Scoville Road: Greenfield Road to Scenic Drive	Full reconstruction of collector to include bike lanes and sidewalks.	Medium	\$376,642			\$0		Exempt	PM ₁₀
				Total			\$0			
				Funds Remaining						

	Balance Forward	2019	2020	2021	Total
CMAQ	\$3,197,642	\$532,341	\$541,923	\$551,678	\$4,823,584
STBG		\$645,907	\$660,763	\$675,960	\$1,982,630

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2015 - 2040 MRMPO RTP Project List, SHORT RANGE

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Short Range Funding Sources (2015 - 2020)						Cost by Phase	Conformity Status	Project Located in CO or PM10 Maintenance Area?
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT			
Funds Available - Short Range					\$5,955,357	\$1,963,904	\$0			\$5,031,971	\$18,082,191		
Gold Hill								\$0					
0	No Short Range Projects	No Short Range Projects	Short	\$0									
Short Range Total										\$0			
Grants Pass								\$6,987,083					
200	Transit Enhancements - Sidewalk Construction	Install 4 miles of sidewalks, replace missing/non-conforming sidewalks, Install stop sign/amenities (funds obligated prior to MPO designation)	Short	\$1,914,740	\$1,714,740	\$0	\$0	\$200,000	\$0	\$0	\$1,914,740	Exempt	NA
201	Allen Creek Rd. Improvements	Allen Creek Rd. from W. Harbeck to Denton will be upgraded to City Arterial standards (CMAQ & STP funds awarded prior to MPO designation).	Short	\$4,420,000	\$2,760,095	\$950,000		\$709,905	\$0	\$0	\$4,420,000	Exempt	PM ₁₀
202	G Street: Lincoln Road to Leonard Street	Full reconstruction of arterial to include TWLTL, bike lanes, sidewalks, parking one side.	Short	\$1,124,643	\$504,571	\$325,000	\$0	\$295,072	\$0	\$0	\$1,124,643	Exempt	PM ₁₀
203	Fruitdale Drive: Parkdale Drive to Overland Drive	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Short	\$3,213,256	\$618,607	\$324,059	\$0	\$2,270,590	\$0	\$0	\$3,213,256	Exempt	PM ₁₀
204	G Street: Leonard Road to 3rd Street	Stripe for TWLTL	Short	\$903,013	\$0	\$810,274	\$0	\$92,739	\$0	\$0	\$903,013	Exempt	PM ₁₀
205	Fruitdale Drive: Overland Drive to Rogue River Hwy	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Short	\$4,498,558	\$504,571	\$316,571	\$0	\$3,677,416	\$0	\$0	\$4,498,558	Exempt	PM ₁₀
Short Range Total					\$1,627,749	\$1,775,904	\$0	\$6,335,817	\$0	\$0	\$9,739,470		
Funds Remaining					\$4,327,608	\$188,000	\$0	\$651,266	\$0	\$0			
Jackson County								\$47,000					
300	Rogue River Greenway: N. River Road Section	PE (design) and Right-of-way (ROW) Phase	Short	\$450,000	\$0	\$0	\$0	\$47,000	\$0	\$403,000	\$450,000	Exempt	NA
Short Range Total					\$0	\$0	\$0	\$47,000	\$0	\$403,000	\$450,000		
Funds Remaining					\$4,327,608	\$188,000	\$0	\$0	\$0	\$0			
Josephine County													
403	Galice Rd #2401: Chip seal (MP 0.0 - 15.4)	Chip seal and related prep work: guardrail updates	Short	\$939,000	\$0	\$0	\$0	\$0	\$0	\$0	\$939,000	Exempt	NA
Short Range Total					\$4,327,608	\$188,000	\$0	\$0	\$0	\$0	\$939,000		
ODOT								\$0					
500	OR99: Rogue River (6th St. Cavemen)	Bridge repair. Seismic, deck overlay, joints, bearings, concrete repairs, br#01418	Short	\$4,844,000	\$0	\$0	\$0	\$0	\$0	\$4,844,000	\$4,844,000	Exempt	PM ₁₀
501	I-5: N. Grants Pass - Evans Creek Paving	Paving. Grid/Inlay.	Short	\$8,056,000	\$0	\$0	\$0	\$0	\$0	\$8,056,000	\$8,056,000	Exempt	PM ₁₀
502	I-5: Exit 58 6th & Morgan	Reconfig intersection, reconfig & lengthen SB Offramp	Short	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	Exempt	PM ₁₀
503	Jackson & Josephine Sign & Delineation Upgrades	Enhanced curve signage, pavement markings, & alignment delineation.	Short	\$729,191	\$0	\$0	\$0	\$0	\$0	\$729,191	\$729,191	Exempt	NA
504	FFO-I5: Exit 61 (Louse Creek)	Interchange improvements. Right Turn Lane on Merlin WB, Signals Placed on Merlin NB, Left Turn Lane on Merlin-I-5	Short	\$2,550,000	\$0	\$0	\$0	\$0	\$0	\$2,550,000	\$2,550,000	Exempt	NA
Short Range Total					\$0	\$0	\$0	\$0		\$17,679,191	\$17,679,191		
Rogue River								\$432,000					
601	E. Main Street Bridge	Bridge replacement at Wards Creek, widen or replace to arterial standard.	Short	\$570,000	\$0	\$188,000	\$0	\$382,000	\$0	\$0	\$570,000	Exempt	NA
Short Range Total					\$0	\$188,000	\$0	\$382,000	\$0	\$0	\$570,000		
Funds Remaining					\$4,327,608	\$0	\$0	\$50,000	\$0				
Josephine Community Transit													
700	Josephine County - 5311	Rural Operations	Short	\$133,541		\$0	\$0	\$0	\$133,541	\$0	\$133,541	Exempt	NA
701	JCT - 5307 Transit Operations	Transit Operating Assistance	Short	\$1,433,036		\$0	\$0	\$0	\$1,433,036	\$0	\$1,433,036	Exempt	NA
702	JCT - 5309	Capital Purchase - Replacement Vehicle	Short	\$560,000		\$0	\$0	\$0	\$560,000	\$0	\$560,000	Exempt	NA
703	Commuter Service	Transit service between Grants Pass and Medford.	Short	\$499,926	\$448,584	\$0	\$0	\$0	\$51,345	\$0	\$499,929	Exempt	NA
704	Vehicle Replacement - 2016	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
705	Vehicle Replacement - 2017	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
706	Vehicle Replacement - 2018	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
707	Vehicle Replacement - 2019	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
708	Vehicle Replacement - 2020	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
723	5310 E & D Transit Capital STP Transfer	Purchase service	Short	\$350,000		\$0	\$0	\$0	\$304,775	\$0	\$304,775	Exempt	NA
Short Range Total					\$448,584	\$0	\$0	\$0	\$4,232,697	\$0	\$4,681,281		
Funds Remaining					\$3,879,024	\$0	\$0	\$0	\$799,274	\$0			
Total Short Range RTP (2015 - 2020)											\$34,058,942		

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Medium Range Funding Sources (2021 - 2030)						Cost by Phase	Conformity Status	Project Located in CO or PM10 Maintenance Area?	
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT				
Funds Available - Medium Range					\$12,193,563	\$6,967,068	\$16,200,000				\$7,918,604	\$0		
Gold Hill														
0	No Medium Range Projects	No Medium Range Projects	Medium											
		Medium Range Total			\$0									
Grants Pass														
								\$17,242,076						
206	Vine Street: Highland Ave to Hawthorne Ave	Full reconstruction of arterial to include bike lanes and sidewalks.	Medium	\$2,448,182	\$1,000,000	\$576,658	\$0	\$871,524	\$0	\$0	\$2,448,182	Exempt	PM ₁₀	
207	Willow Lane: Redwood Hwy to Redwood Ave	Full reconstruction of arterial to include bike lanes and sidewalks. Provide 60-ft ROW.	Medium	\$1,756,580	\$500,000	\$413,755	\$0	\$842,825	\$0	\$0	\$1,756,580	Exempt	PM ₁₀	
208	Fruitdale Drive: Jacksonville Hwy to Parkdale Drive	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$2,570,604	\$500,000	\$500,000	\$0	\$1,570,604	\$0	\$0	\$2,570,604	Exempt	PM ₁₀	
209	Leonard Road: Willow Lane to Redwood School (UGB)	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$3,213,256	\$1,000,000	\$500,000	\$0	\$1,713,256	\$0	\$0	\$3,213,256	Exempt	PM ₁₀	
210	West Harbeck Road: Grandview Ave to Williams Hwy	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$2,399,232	\$1,000,000	\$824,629	\$0	\$574,603	\$0	\$0	\$2,399,232	Exempt	PM ₁₀	
211	Dimmick Street: C Street to Railroad Crossing	Full reconstruction of arterial with TWLTL	Medium	\$324,493	\$210,920	\$76,433	\$0	\$37,140	\$0	\$0	\$324,493	Exempt	PM ₁₀	
212	Foothill Blvd: City Limits to Ament Road	Full reconstruction of collector. 42' wide, bike lanes, no parking and sidewalks.	Medium	\$1,799,430	\$1,169,630	\$350,000	\$0	\$279,800	\$0	\$0	\$1,799,430	Exempt	PM ₁₀	
213	Hillcrest Drive: Ninth Street to Tenth Street	Full reconstruction of collector to include bike lanes, sidewalks, no parking.	Medium	\$1,214,615	\$789,500	\$286,097	\$0	\$139,018	\$0	\$0	\$1,214,615	Exempt	PM ₁₀	
214	Hillcrest Drive: Tenth Street to Beacon Drive	Full reconstruction of collector to include bike lanes, sidewalks, no parking.	Medium	\$1,124,643	\$731,016	\$264,905	\$0	\$128,720	\$0	\$0	\$1,124,641	Exempt	PM ₁₀	
216	Cloverlawn Drive: Eastview Place to Hamilton Lane	Full reconstruction of collector to provide bike lanes and sidewalks. Provide 60-ft ROW.	Medium	\$4,284,341	\$1,559,501	\$500,000	\$0	\$2,224,840	\$0	\$0	\$4,284,341	Exempt	PM ₁₀	
217	Highland Ave: South Line Section 6 to N.W. UGB	Full reconstruction of arterial. 40' wide, bike lanes and sidewalk.	Medium	\$3,643,844	\$1,093,153	\$650,000	\$0	\$1,900,691	\$0	\$0	\$3,643,844	Exempt	PM ₁₀	
218	Leonard Road: Dowell Road to Willow Lane	Full reconstruction of local collector. 36' wide and sidewalks.	Medium	\$3,213,256	\$1,243,458	\$656,190	\$0	\$1,313,608	\$0	\$0	\$3,213,256	Exempt	PM ₁₀	
219	Scoville Road: Greenfield Road to Scenic Drive	Full reconstruction of collector to include bike lanes and sidewalks.	Medium	\$376,642	\$244,817	\$88,716	\$0	\$43,108	\$0	\$0	\$376,642	Exempt	PM ₁₀	
220	East Park Street: Clara Ave to Hamilton Lane	Full reconstruction local collector. 36' wide and sidewalk.	Medium	\$1,259,600	\$818,740	\$296,693	\$0	\$144,167	\$0	\$0	\$1,259,600	Exempt	PM ₁₀	
		Medium Range Total			\$11,860,736	\$5,984,076	\$0	\$11,783,904	\$0	\$0	\$29,628,718			
		Funds Remaining			\$332,827	\$982,992	\$0	\$5,458,172	\$0	\$0				
Jackson County														
0	No Medium Range Projects	No Medium Range Projects	Medium											NA
		Medium Range Total									\$0			
Josephine County														
401	Bike/Ped	Monument Drive: North Valley High School to Hugo Road - Install bike lanes	Medium	\$1,095,500	\$0	\$982,992	\$0	\$112,508	\$0	\$0	\$1,095,500	Exempt	NA	
		Medium Range Total			\$0	\$982,992	\$0	\$112,508	\$0	\$0	\$1,095,500			
		Funds Remaining			\$0	\$0	\$0	\$0	\$0	\$0				
Oregon Dept. of Transportation														
0	No Medium Range Projects	No Medium Range Projects	Medium											NA
		Medium Range Total									\$0			
Rogue River														
0	No Medium Range Projects	No Medium Range Projects	Medium											NA
		Medium Range Total									\$0			
Josephine Community Transit														
709	Vehicle Replacement - 2021	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
710	Vehicle Replacement - 2022	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
711	Vehicle Replacement - 2023	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
712	Vehicle Replacement - 2024	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
713	Vehicle Replacement - 2025	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
714	Vehicle Replacement - 2026	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
715	Vehicle Replacement - 2027	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
716	Vehicle Replacement - 2028	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
717	Vehicle Replacement - 2029	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
718	Vehicle Replacement - 2030	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA	
		Medium Range Total			\$0	\$0	\$0	\$0	\$3,800,000		\$3,800,000			
		Funds Remaining			\$0	\$0	\$0	\$0	\$4,917,878	\$0				
					Total Medium Range RTP (2021 - 2030)						\$34,524,218			



Project Funding Application Packet

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

DRAFT

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, October 7, 5pm
Emailed applications only

To file and obtain information:

Rogue Valley Council of Governments
155 N. First St, Central Point
541.423. 1369
anapoli@rvcog.org

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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	\$532,341	\$532,341
Surface Transportation Block Grant***		\$638,518	\$653,204	\$668,228

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

***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).

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.).
				3. Promote connectivity (more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet emission reduction requirements.
		Optimize safety and security of the transportation system.	Increase accessibility and mobility.	4. Population # served (ADT; pop/jobs w/in ½-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.
			Increase safety of the transportation system.		
Increase security of the transportation system.					
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)?
				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.
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	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 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



Project Funding Application:

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

Federal Fiscal Years: **2019 - 2021**

Applications Due: **Friday, Oct. 7, 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:

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 ☐CMAQ ☐*If preference checked, please explain:***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).

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

3.b) COMMUNITY VITALITY & LIVABILITY

Likely-Underserved Populations Impact/Benefit: Minority & Limited English Proficiency, Low-Income, Senior, Disabled Populations *(Applicant may provide additional information here regarding populations to be served)*

☐ Project will improve handicapped access

Project Supports Increased Housing on Transit Route ☐ Yes

Identify route (or potential route), explain relationship

Project Supports Increased Housing and/or Employment in Downtown, Mixed-Use/Pedestrian-Friendly Areas. ☐ Yes

- Project is located in a downtown, activity center, or other mixed-use (residential/employment) area ☐ Yes ☐ No

- Project supports/is part of a high-density (at least 10 du/acre) area: ☐ Yes ☐ No

- Identify or Describe Area:

Benefits Freight Movement
(check appropriate)

Provide as appropriate:

☐ Reduce Truck VMT

☐ Reduce Truck Idle

☐ Other *(explain at right)*

• Truck VMT/yr _____ • Anticipated Truck VMT Reduction/yr _____

• Truck Idle Hrs/yr _____ • Anticipated Truck Idle Reduction/yr _____

• Truck ADT _____ • 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.c) TRANSPORTATION OPTIONS

Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles ☐ Yes

Explain:

Project Supports Increased Transit, Bike, Pedestrian Mode Share ☐ Yes

Explain:

Project is or Includes Bicycle Facility ☐ Yes

Project is or Includes Bicycle Facility on a Collector or Arterial ☐ Yes

Total Lane length: _____

Project is or Includes a Sidewalk ☐ Yes

Project is or Includes a Sidewalk on a Collector or Arterial in Mixed-use/Downtown Area ☐ Yes

Total length: _____

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

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