



AGENDA

Middle Rogue Metropolitan Planning Organization
Citizen Advisory Committee

Date: Thursday, December 12, 2024

Time: 1:30 p.m.

Join In-Person

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

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

Contact: RVCOG: 541-423-1375

Website: www.mrmppo.org

Or via Zoom

Meeting ID: 864 3598 2286

Phone #: +1 669 444 9171

Zoom Link:

<https://us06web.zoom.us/j/86435982286>

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

1. Call to Order / Introductions / Review Agenda

Chair

Consent Agenda

2. Review / Approve Minutes

Chair

Attachment: [#1 MRMPO CAC Meeting Draft Minutes 11/14/2024](#)

Action Items

3. Amendment to the 2024-2027 TIP

Ryan MacLaren

Background: The CAC is being requested to make a recommendation on the proposed amendments to the 2024-27 TIP.

- A. Adjust Project in TIP: *Oregon Transportation Network - Josephine Co FFY25 (KN23721)*
- B. Add Project to TIP: *I-5: Regional truck parking information management system (KN23810)*

The 21-day public comment period and public hearing was advertised on or before Friday, November 22, 2024, in the *Rogue Valley Times*, the *Rogue River Press* and the *Grants Pass Courier* and information is currently available on the MRMPO website.

Attachments: [#2 TIP Amendment Memo](#)

Action Requested: Recommendation to Policy Committee



4. Discretionary Funds

Ryan MacLaren

Background: The TAC, CAC, and Policy Committee have discussed how to allocate funding for MPO jurisdiction transportation projects since state gas tax funds replaced federal Surface Transportation Block Grant (STBG) funds. Staff are preparing to begin work on the 2027-2030 Transportation Improvement Program (TIP). Before work can proceed, the MPO needs to decide if gas tax funds will be used for 2027-2030 TIP projects or allocated to jurisdictions for local transportation needs.

Attachment: [#3 Memo: Gas Tax Funding Allocation](#)

Action Requested: Recommendation to Policy Committee

Discussion Items

5. Project Funding Application Packet Review

Ryan MacLaren

Background: Staff updated the project funding application and instructions for the 2027-2030 Transportation Improvement Program (TIP). The CAC is being asked to review and comment on the updated documents.

Attachments: [#4 Instructions](#)
[#5 Application Form](#)

6. Public Comments

Chair

Regular Updates

7. MRMPO Update

Ryan MacLaren

8. Other Business / Local Business

Chair

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects

9. Adjournment

Chair

Scheduled Meetings		
MRMPO TAC	January 2, 2025	1:30 p.m.
MRMPO CAC	January 9, 2025	1:30 p.m.
MRMPO Policy Meeting	December 19, 2024	2:30 p.m.

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



Date: Thursday, November 14, 2024

Attendees:

Voting Members	Organization	Phone Number
Lesley Orr	Active Transportation	
David West	Grants Pass	659-9681
Judy Garrett	Grants Pass	659-9256
Nancy Sue Stout	Grants Pass	761-0899
Dick Converse, Chair	Josephine County	659-8401
Non-Voting Member	Organization	Phone Number
Wade Elliott	Grants Pass	
Thomas Guevara	ODOT	
Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Yazeed Alrashdi	RVCOG	423-1375
Jeff Stump	RVCOG	423-1367
Interested Parties	Organization	

MRMPO CAC Minutes – Thursday, November 14, 2024

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 1:33 P.M. / Introductions / Review Agenda 00:00 – 01:24

Quorum: Four voting members, regardless of jurisdiction.

2. Review / Approve Minutes 01:45 – 02:05

- 01:51** Lesley Orr moved to approve the October 10, 2024, MRMPO CAC Meeting Minutes as presented. Seconded by David West.
 No further discussion.
 Motion passed unanimously by voice vote.

Action Items

3. Amendments to the 2024-2027 Transportation Improvement Program 02:05 – 05:11

- 04:39** Lesley Orr moved to recommend approval of the amendments to the 2024-2027 TIP as presented. Seconded by David West.
 No further discussion.
 Motion passed unanimously by voice vote.



Discussion Items

4. Discretionary Funds 06:35 – 19:35

Item was moved to after Item 5.

5. 2027-2030 Transportation Improvement Program (TIP) Development 05:11 –36:35

6. Public Comment 36:35 – 36:38

None Received.

Regular Updates

7. MPO Planning Update 36:38 – 44:30

Provided by Ryan MacLaren. Update on the upcoming meeting discussions and changes to PL funds.

8. Other Business / Local Business 44:30 – 58:44

Update from Grants Pass,

9. Adjournment

2:35 p.m.

Scheduled Meetings

MRMPO TAC	December 5, 2024	1:30 p.m.
MRMPO CAC	December 12, 2024	1:30 p.m.
MRMPO Policy Meeting	November 21, 2024	2:30 p.m.



Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

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DATE: November 22, 2024
TO: MRMPO Citizens Advisory Committee
FROM: Ryan MacLaren, Planning Program Director
SUBJECT: TIP Amendment(s)

The CAC is being asked to make recommendations to the Policy Committee on the proposed TIP amendment(s) described below. The Policy Committee will hold a public hearing at 2:30 p.m. on Thursday, December 19, 2024 to consider adoption of the proposed TIP amendment(s). A press release for the 21-day public comment period and public hearing was sent on or before November 22nd in the Rogue Valley Times, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. Information on the new project is enumerated, below:

A. Adjust Project in TIP: Oregon Transportation Network - Josephine Co FFY25 (KN23721)

Description: Update project to match 5310 allocation.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
JCT														
Mass Transit Vehicle Replacement FFY25 Josephine County	Urbanized public transit capital funding for federal fiscal year 2025. Funds will be transferred to FTA for delivery.	n/a	N/A			Planning					\$ -			\$ -
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
						Other		\$ 217,852	STBG IIA	\$ 24,934	JCT	\$ 242,786		\$ 242,786
	Total FFY24-27		\$ 217,852		\$ 24,934		\$ 242,786	\$ -	\$ 242,786					



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B. Add Project to TIP: I-5: Regional truck parking information management system (KN23810)

Description: Add new project from awarded INFRA Grant.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
I-5: Regional truck parking information management system	Deploy a regional truck parking information management system (TPIMS) at nine rest areas along the I-5 corridor. Work will include installing sensors and cameras in these rest areas that have dedicated truck parking stalls. This	n/a	N/A			Planning					\$ -			\$ -
				23810	2025	Design	\$ 1,075,573	STBG IJA	\$ 268,894	ODOT	\$ 1,344,467			\$ 1,344,467
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				23810	2026	Construction	\$ 5,531,200	STBG IJA	\$ 1,382,800	ODOT	\$ 6,914,000			\$ 6,914,000
				23810	2025	Other	\$ 440,000	STBG IJA	\$ 110,000	ODOT	\$ 550,000			\$ 550,000
		Total FFY24-27			\$ 7,046,773		\$ 1,761,694		\$ 8,808,467	\$ -		\$ 8,808,467		

Deploy a regional truck parking information management system (TPIMS) at nine rest areas along the I-5 corridor. Work will include installing sensors and cameras in these rest areas that have dedicated truck parking stalls. This will allow truckers a way to determine availability of a safe area to rest when needed. The States of Washington and California are completing similar projects so it is available along the entire I-5 corridor.



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DATE: November 27, 2024
TO: MRMPO Citizens Advisory Committee (CAC)
FROM: Ryan MacLaren, Planning Program Director
SUBJECT: Gas Tax Funding Allocation

At their November meetings, the TAC and CAC reviewed and discussed different scenarios on ways to allocate MPO state gas tax funds. MPO projects that are funded solely with state gas tax funds do not need to address federal requirements which is a huge cost savings to local jurisdictions. In addition, jurisdictions can use gas tax funds for local transportation projects, operations, maintenance, and administration.

Staff are preparing to begin work on the 2027-2030 Transportation Improvement Program (TIP). Before work can proceed, the MPO needs to decide if gas tax funds will be used for 2027-2030 TIP projects or allocated to jurisdictions for local transportation needs.

There are a few ways the gas tax funds could be allocated to local jurisdictions and/or projects included the 2027-2030 TIP:

1. Follow the traditional project solicitation/selection process that uses available CMAQ and Gas Tax funds (see Table 1)
2. Gas tax funds could be allocated to local jurisdictions based on population. Funds could be used for local transportation projects, operations, maintenance, and administration (see Table 2).
3. Gas tax funds could be distributed equally to local jurisdictions for local transportation projects, operations, maintenance, and administration discretion (see Table 3).
4. Gold Hill & Rogue River receive \$25,000 base amount per year & remaining funds allocated to Grants Pass, Josephine County and Jackson County by population per year (see Table 4).
5. All jurisdictions receive \$25,000 base amount per year and remaining funds allocated by population per year (see Table 5).

The TAC is being asked to review and discuss the potential scenarios above and to make a recommendation to the Policy Committee for the allocation of MPO gas tax funds for projects included in the 2027-2030 TIP or to be allocated directly to local jurisdictions by one of the scenarios described above.

Table 1 – Funds Available for 2027-2030 TIP Projects Funds Awarded based on Traditional MPO Competitive Project Selection Process

TIP Years	Revenue		Expense	Available Funds	
	CMAQ	Gas Tax	RVMPO Planning Funds Match	CMAQ	Gas Tax
2027	\$ -	\$ 40,400	\$ 40,400	\$ -	\$ -
2028	\$ 450,016	\$ 697,173	\$ 40,400	\$ 450,016	\$ 656,773
2029	\$ 450,016	\$ 697,173	\$ 40,400	\$ 450,016	\$ 656,773
2030	\$ 450,016	\$ 697,173	\$ 40,400	\$ 450,016	\$ 656,773
Totals	\$ 1,350,048	\$ 2,131,919	\$ 161,600	\$ 1,350,048	\$ 1,970,319

Table 2 – Gas Tax Funds Allocated to Local Jurisdictions based on Population

Gas Tax Allocation Scenario #1 - Population							
TIP Years			FY 2027	FY 2028	FY2029	FY2030	Totals
MPO's Annual Allocation of State Gas Tax			\$ 40,400	\$ 697,173	\$ 697,173	\$ 697,173	\$ 2,091,519
**MPO PL Fund Match (Gas Tax Funds)			\$ (40,400)	\$ (40,400)	\$ (40,400)	\$ (40,400)	\$ (121,200)
Total Funds Available			\$ -	\$ 656,773	\$ 656,773	\$ 656,773	\$ 1,970,319
Jurisdiction	Population PSU 2023	% of Total Population	FY 2027	FY 2028	FY2029	FY2030	Totals
Gold Hill	1,338	2%	\$ -	\$ 12,777	\$ 12,777	\$ 12,777	\$ 38,332
Rogue River	2,472	4%	\$ -	\$ 23,607	\$ 23,607	\$ 23,607	\$ 70,820
Grants Pass	40,102	58%	\$ -	\$ 382,958	\$ 382,958	\$ 382,958	\$ 1,148,873
Jackson County*	4,714	7%	\$ -	\$ 45,017	\$ 45,017	\$ 45,017	\$ 135,050
Josephine County*	20,149	29%	\$ -	\$ 192,415	\$ 192,415	\$ 192,415	\$ 577,244
Total	68,775	100%	\$ -	\$ 656,773	\$ 656,773	\$ 656,773	\$ 1,970,319
*For unincorporated areas, population estimates are derived from Southern Oregon ABM model data which uses PSU estimates							
**FY 2027 Match funds come from 2024-2027 TIP							

Table 3 – Gas Tax Funds Allocated to Local Jurisdictions based on Equal Shares

Gas Tax Allocation Scenario #2 - Equal Shares				
Jurisdiction	FY 2028	FY 2029	FY2030	Totals
Gold Hill	\$ 131,355	\$ 131,355	\$ 131,355	\$ 394,064
Rogue River	\$ 131,355	\$ 131,355	\$ 131,355	\$ 394,064
Grants Pass	\$ 131,355	\$ 131,355	\$ 131,355	\$ 394,064
Jackson County*	\$ 131,355	\$ 131,355	\$ 131,355	\$ 394,064
Josephine County*	\$ 131,355	\$ 131,355	\$ 131,355	\$ 394,064
Total	\$ 656,773	\$ 656,773	\$ 656,773	\$ 1,970,319

Table 4 – Base Amount Gold Hill & Rogue River

\$25,000 to Gold Hill and Rogue River Table 4 Ashland, Central Point, Eagle Point, Medford, Jackson County Allocation by Population							
		% of Total	FY 2028	FY 2029	FY 2030	Totals	
Jurisdiction	Population	Population	\$ 656,773	\$ 656,773	\$ 656,773	\$ 1,970,319	Difference
Grants Pass	40,102	61.73%	\$ 374,553	\$ 374,553	\$ 374,553	\$ 1,123,658	\$ (25,215)
Jackson County	4,714	7.26%	\$ 44,029	\$ 44,029	\$ 44,029	\$ 132,086	\$ (2,964)
Josephine County	20,149	31.02%	\$ 188,192	\$ 188,192	\$ 188,192	\$ 564,575	\$ (12,669)
	64,965	100.00%	\$ 606,773	\$ 606,773	\$ 606,773	\$ 1,820,319	\$ (40,848)
Gold Hill	1,338	35.12%	\$ 25,000	\$ 25,000	\$ 25,000	\$ 75,000	\$ 36,668
Rogue River	2,472	64.88%	\$ 25,000	\$ 25,000	\$ 25,000	\$ 75,000	\$ 4,180
	3,810	100.00%	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 40,848
			\$ 656,773	\$ 656,773	\$ 656,773	\$ 1,970,319	\$ -

Note: Flat \$25,000 to Gold Hill and Rogue River off the top and then distribution to Grants Pass, Jackson County, and Josephine County by population

Table 5 – Gas Tax Funds Base Amount + Population

\$25,000 + Allocation by Population Table 5							
		% of Total	FY 2028	FY 2029	FY 2030	Totals	
Jurisdiction	Population	Population	\$ 656,773	\$ 656,773	\$ 656,773	\$ 1,970,319	Difference
Gold Hill	1,338	1.95%	\$ 35,346	\$ 35,346	\$ 35,346	\$ 106,037	\$ 67,704
Rogue River	2,472	3.59%	\$ 44,114	\$ 44,114	\$ 44,114	\$ 132,341	\$ 61,521
Grants Pass	40,102	58.31%	\$ 335,071	\$ 335,071	\$ 335,071	\$ 1,005,214	\$ (143,659)
Jackson County	4,714	6.85%	\$ 61,449	\$ 61,449	\$ 61,449	\$ 184,347	\$ 49,297
Josephine County	20,149	29.30%	\$ 180,793	\$ 180,793	\$ 180,793	\$ 542,380	\$ (34,864)
	68,775	100.00%	\$ 656,773	\$ 656,773	\$ 656,773	\$ 1,970,319	\$ 0

Note: Flat \$25,000 to all jurisdictions off the top and then distribution to all jurisdictions by population



Project Funding Application Packet

- State Gas Tax Funds
- Congestion Mitigation & Air Quality (CMAQ) Program

Federal Fiscal Years:

2028 (starting Oct. 1, 2027)

2029 (starting Oct. 1, 2028)

2030 (starting Oct. 1, 2029)

Projects must be ready to initiate during this timeframe.

APPLICATIONS DUE: Friday, May 30, 2025

by 5:00 p.m.

Emailed applications only

To file and obtain information:

Yazeed Alrashdi, Associate Transportation Planner

Rogue Valley Council of Governments

155 N. First St, Central Point, OR 97502

541.423.1378

yalrashdi@rvcog.org

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Purpose

This document announces the **anticipated availability of State and 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. The MRMPO anticipates the following funds will be available for the 2028, 2029 and 2030 Federal Fiscal Years (beginning Oct. 1, 2027, Oct. 1, 2028, and Oct. 1, 2029):

MRMPO Funds	2028	2029	2030
Congestion Mitigation and Air Quality Program	\$450,016	\$450,016	\$450,016
State Gas Tax Funds	\$656,773	\$656,773	\$656,773

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 (2028, 2029 & 2030)
- ✓ 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.

January 2025	Start project solicitation process
Mar-Apr 2025	Mandatory project application workshop
May 30, 2025	<i>Applications Due</i> , app. period closes; MRMPO begins application evaluation
June-July 2025	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, Wednesday, July 9, 2025.</i>
July-Aug 2025	Policy Committee approval of projects selected for 2027-2030 TIP.
Sept-Dec 2025	Staff develop TIP.
Jan-Feb 2026	Open public comment period for 2027-2030 TIP.
March 2026	Committee recommendations and Policy Committee action on 2027-2030 TIP.
April 2026	MRMPO forwards TIP to ODOT, FHWA and FTA.
May-June 2026	TIP approved by Governor.

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 the 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)

These funds are not available for projects currently.

State Gas Tax Funds (State Highway Trust Fund)

Eligible Projects and Costs.

- Grant Funds may only be used for transportation projects that are State Highway Trust Fund eligible, that is, those that are consistent with Article IX, Section 3a, of the Oregon Constitution. Grant funds may be used for all phases of a project, including, but not limited to, preliminary engineering, right of way, utility relocation, and construction.

- Eligible costs are actual costs to the extent those costs are:
 - a. Reasonable, necessary and directly used for a project.
 - b. Permitted by generally accepted accounting principles established by the Governmental Accounting Standards Board, as reasonably interpreted by the State, to be capitalized to an asset that is part of a project; and
 - c. Eligible or permitted uses of the Gas Tax Funds under the Oregon Constitution, the statutes and laws of the state of Oregon.

- Eligible Costs can include the purchase of aggregate or equipment, provided that:
 - a. Purchases or production of aggregate must be roadway-related and exclusively used for roadway work; and
 - b. Purchased equipment must be used exclusively for roadway purposes for the useful life of the equipment.

- Eligible Costs do NOT include:
 - a. Loans or grants to be made to third parties; or
 - b. Any expenditures incurred before funding approval.

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 the data and information needed 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 recipients 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. The 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 jurisdiction staff member 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 (2049 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 the population.

3. b) Community Vitality & Livability The source for Likely Underserved Populations Impact/Benefit is the MRMPO's [Title VI Plan](#).

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.)
		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 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.
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	Is the project located in a downtown, activity center, designated TOD or other mixed-use (residential/employment) area? Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.
				Increase % employment in downtowns, mixed use/ pedestrian friendly areas	
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	



Project Funding Application

Gas Tax & Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: 2028, 2029, 2030

Applications due by Friday, May 30, 2025

Eligibility

This application is to be used to apply for MRMPO Gas Tax and CMAQ funds. MRMPO will attempt to establish eligibility prior to funding consideration by the Policy Committee. Final eligibility determinations for CMAQ funds will be made by Federal Highway Administration and by ODOT for Gas Tax funds. Please refer to the 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. 1, 2027 (Federal Fiscal Year 2028), Oct. 1, 2028 (FFY 2029), and Oct. 1, 2029 (FFY 2030).

This project will be ready to start, with funds available for match (generally 10.27 %) and additional funds necessary to complete project/phase, in (you must be able to check at least

 Oct. 1, 2027 (FFY 2028)

 Oct. 1, 2028 (FFY 2029)

 Oct. 1, 2029 (FFY 2030)

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.

Note: if the jurisdiction is applying for CMAQ funds (whether or not in conjunction with applying for Gas Tax funds) the applicant will need to complete the separate CMAQ application.

1. Applicant & Project Information

Fill out completely

Project Name/Title

Applicant Jurisdiction:

Partner (if any):

If partnering with another jurisdiction or agency this application must either be co-signed by someone from that jurisdiction or include a letter of support from that jurisdiction.

Project Type:

Roadway

Bike/Ped

Transit

Planning Phase

Project Description:

Include existing conditions, define need, and describe proposed project.

Box 1

Project Location Detail (Include Maps & Photos)

Street Name of Nearest Street:

Functional Class:

Cross Streets/Termini:

Total Linear Feet of Grant-Funded Improvement:

2. Cost Estimate & Funding Requested

The following 3 questions are NOT pass/fail but greater scrutiny will be given to those that are not answered in the affirmative:

Is this project consistent with the MPO's 2049 RTP?



Yes



No

Is this project in the jurisdiction's TSP?



Yes



No

Staff Contact for Jurisdiction

Phone Number & Email

Total Estimated Project Cost

(Attach draft Local Agency Technical Scope Sheet)

		Federal Funds Requested				
Phase	Year	Gas Tax	CMAQ	Local Funds*	Other	Total
Project Develop.		\$	\$	\$	\$	\$
Design/Eng.		\$	\$	\$	\$	\$
Right-of-Way		\$	\$	\$	\$	\$
Construction		\$	\$	\$	\$	\$
Other		\$	\$	\$	\$	\$
Total		\$	\$	\$	\$	\$

*Higher leveraged projects earn higher ratings

3. Project Evaluation Criteria

Complete all sections applicable to project

Applications will be scored according to how well the project fulfills MRMPO 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.

3a. Mobility

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

Project Location

Street Name of Nearest Street:

Cross Streets/Termini:

Crash Data/History for last 10 years:

How does the proposed project increase safety and/or address/mitigate the current safety concern? (Please see ARTS Crash Reduction Factor List on the MRMPO website for examples).

BOX 2

Congestion Relief/ Delay Reduction



Improve Level of Service



Reduce delay/idle time

How will the project reduce congestion and delay? (Include idle time estimate) Note: measurable heavy-duty vehicle improvements should be entered in section 3b.

BOX 3

3. Project Evaluation Criteria

Complete all sections applicable to project

Promote Connectivity



Roadway



Bike/Ped



Transit

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

Box 4

Applicant Provided AADT

or Transit Boardings

3b. Community Vitality and Livability

Traditionally Underserved Population Benefit

Applicants should consult the Title VI & Environmental Justice Plan. Applicant may provide additional information below regarding investment in population areas (low-income, minority, seniors, children, limited English proficiency) and/or identified needs addressed.

Box 5

Benefits Freight Movement



Reduce Truck VMT



Reduce Truck Idle



Other (explain below)

Truck ADT:

Truck Idle hrs/yr:

Anticipated Truck Idle Reduction hrs/yr:

Anticipated Truck VMT Reduction/yr:

Additional Information:

Box 6

3. Project Evaluation Criteria

Complete all sections applicable to project

3c. Transportation Options

Project Reduces Dependence on Single-Occupant Vehicles?

 Yes No

Utilize look-up calculator for bicycle/pedestrian diversion rate and enter answers to the following:

AADT:

Vehicles reduced:

VMT Reduced:

Does the project support increased transit, bike, and/or pedestrian mode share? Explain.

Box 7

Does the project include a sidewalk or bicycle facility connecting activity centers? Describe.

Activity centers include banks, churches, hospitals, health care facilities, park and ride lots, office parks, post offices, public libraries, shopping areas or grocery stores, universities or junior colleges, parks, schools, commercial, high density residential, transit stops.

Box 8

Level of Traffic Stress

See hand-out "Level of Traffic Stress" and multi-modal analysis APMv2_Chpt 14 on the MRMPO website.

Posted Speed Limit of Roadway:

Number of Travel Lanes:

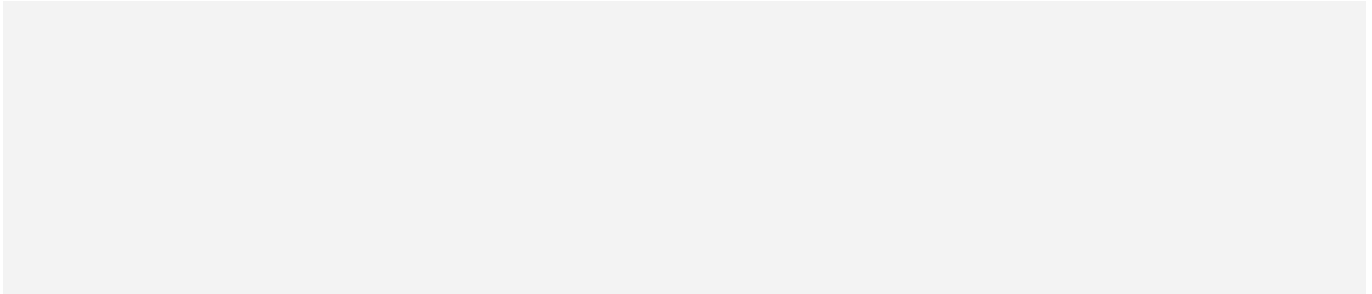
Current AADT:

3d. Resource Conservation

Environmental Mitigation

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

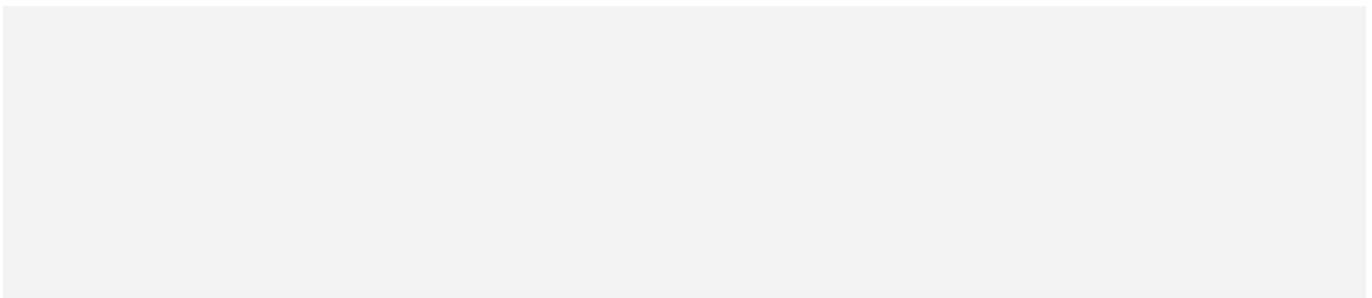
Box 9



Air Quality Benefits

In addition to those described elsewhere

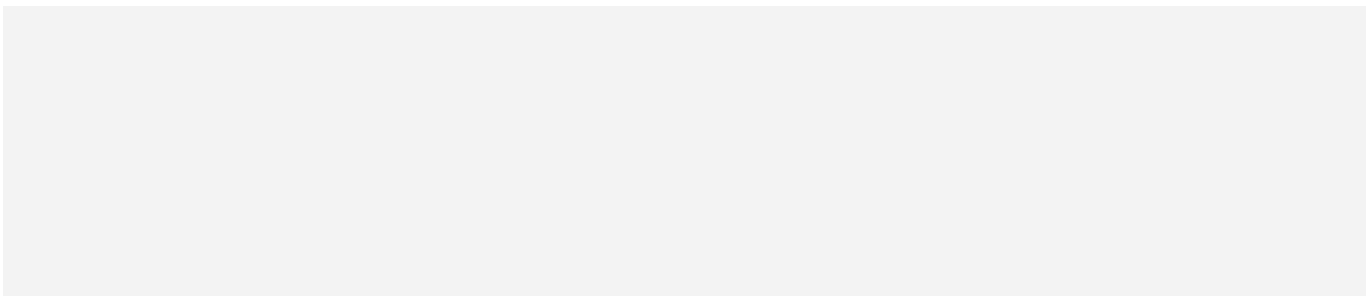
Box 10



Greenhouse Gas Emission Reduction

Does project support efficient urban form (downtowns and activity centers, compact and mixed-use development, transportation options), reduce combustion vehicle use, or shift to lower-carbon fuel?

Box 11



3d. Resource Conservation, continued

Emerging Technology

Does project introduce technology new to the MRMPO? Explain.

BOX 12

System/Pavement Preservation

Does the project extend the useful life of existing facility? Explain.

BOX 13

VMT Reduction

Use the NCHRP Calculator to estimate how project will reduce VMT and divert trips towards bicycle and pedestrian modes.

BOX 14

System Efficiency

Does project expands capacity without major investment or improve function without increasing capacity? Explain.

BOX 15

4. Additional Information

Box 17

Electronic Signature

Applicant:

Partner Jurisdiction (if any):