



Project Funding Application Packet

- Congestion Mitigation & Air Quality (CMAQ) Program

Federal Fiscal Years:

2027 (starting Oct. 1, 2026)

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	2027	2028	2029	2030
Congestion Mitigation and Air Quality Program	\$155,680	\$450,016	\$450,016	\$450,016
State Gas Tax Funds	NA	NA	NA	NA

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 (2027, 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 2027–2030 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)

These funds are not available for projects currently.

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, https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/

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, MRMPPO 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 MRMPPO members must have their application sponsored by an MRMPPO 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 MRMPPO 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 MRMPPO 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 MRMPPO 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 https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/).

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

Recommended Goals & Project Funding Criteria

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