



**Rogue Valley
Metropolitan
Planning
Organization**

Project Funding Application Packet

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

Federal Fiscal Years:

2019 (starting Oct. 1, 2018)

2020 (starting Oct. 1, 2019)

2021 (starting Oct. 1, 2020)

Projects must be ready to initiate during this timeframe.

APPLICATIONS DUE: Dec. 2, 2016

Emailed applications only

To file and obtain information:

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Purpose

This document announces the **anticipated availability of federal funds for surface transportation projects within the RVMPO planning area**, and the intent of the RVMPO Policy Committee to award funds and program projects. RVMPO 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):

	2019	2020	2021
Congestion Mitigation and Air Quality Program	\$1,080,427*	\$1,080,427*	\$1,080,427*
Surface Transportation Block Grant**	\$971,015	\$984,609	\$998,393

RVMPO staff will provide funding updates throughout the grant and MTIP process.

**Balance after accounting for \$682,216 in CMAQ funding shortfall from 2015-18 CMAQ project programming timeframe (-\$227,405 per year).*

***Half of the Medford area's STBG allocation goes to Rogue Valley Transportation District (RVTD) to meet state planning requirements (see RVMPO's 2013-2038 Regional Transportation Plan, Appendix B). The metro area expects to receive just over \$1.95 million in each of the three years.*

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 RVMPO project estimator (link available on application) or licensed engineer's estimate. (The RVMPO estimator was developed and is used by ODOT Highway Division. It uses the most current and reasonable cost estimates available.) **NOTE: For construction projects minimum \$500,000 project cost recommended.**

Any additional material supplied by applicants will be made available to RVMPO 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.

Sept. 14, 2016	Start project solicitation process
Dec. 2, 2016	Application period closes; RVMPO begins application evaluation
Dec. 14, 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, December 16, 2016.</i>
Dec. - Jan.	RVMPO advisory committees review applications, evaluate projects, make recommendations to Policy Committee
Jan. 24, 2016	Policy Committee awards funds (makes tentative funding decisions). <i>Applicant presentations.</i>
TBD	Add/Amend projects into Draft/Final 2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Application Process

The application is an electronically fillable form. Applications must be submitted electronically. Contact RVMPO 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 RVMPO 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 RVMPO staff to determine eligibility prior to filling out an application. Applications will be reviewed by RVMPO 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 RVMPO 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 RVMPO goals, the goals of the Regional Transportation Plan and federal planning requirements, as summarized in the Funding Criteria table.

Step 3: RVMPO Committee and Public Review.

RVMPO advisory committees (Technical Advisory Committee, Public Advisory Council) 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 advisory committees 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 RVMPO 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 RVMPO 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 RVMPO 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 RVMPO planning area and/or reduction of on-road carbon monoxide (CO) emissions within the Medford 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, RVMPO has funded public-private partnerships in certain instances where a private business or non-profit proposed 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 RVMPO members must have their application sponsored by an RVMPO 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 RVMPO 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 RVMPO 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 RVMPO 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. RVMPO 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 to attach RVMPO Project Cost Estimator or engineer's stamped cost estimate. NOTE: For construction projects minimum \$500,000 project cost recommended.**
3. **Project Evaluation Criteria** - This section has four focus areas, each containing criteria based on the RVMPO'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, RVMPO staff will use regional data to define a service area and estimate a population.

3. b) Community Vitality & Livability The source for Traditionally Underserved Population Benefit is both the RVMPO's [*Environmental Justice & Title VI Plan*](#) and [*Transportation Needs Assessment for Traditionally Underserved Populations*](#). Questions regarding supporting housing along transit routes and housing and employment in Activity Centers are drawn from RVMPO Alternative Measures (see [Appendix B](#), 2013-2038 RTP), adopted to meet Oregon Transportation Planning Rule (land use) requirements. The Activity Center map can be found [here](#).

3. c) Transportation Options Questions in this section are based on RVMPO Alternative Measures. Refer to the [Activity Center](#) map, and for background see 2013-2038 RTP [Appendix B](#).

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).

RVMPO Evaluation Measures – Goals and Project Funding Criteria

Items in red will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)

	RVMPO Goal	2013-2034 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	Evaluation Criteria	How Measured
1: <i>Mobility</i>		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 (ex: more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission 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 RVMPO model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
			Increase safety of the transportation system.		
2: <i>Community Vitality & Livability</i>	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 to traditionally underserved populations (Low-Income, Minority, Seniors, Children, Limited English Proficiency)	Does the project invest in and/or provide benefit to an area identified in the Title VI and Environmental Justice Plan or the Transportation Needs Assessment for Traditionally Underserved Populations; or meet a need identified in the Needs Assessment?
				2. Support Alternative Measure 2: improve transit accessibility	Is the project located along existing/planned transit route? Does the project promote or support an increase in housing along fixed route transit? Level of density w/in ¼ mile buffer of project area.
				3. Support Alternative Measure 5: Increase % housing in Activity Centers. Support Alternative Measure 6: Increase % employment in Activity Centers.	Is the project located in an Activity Center? Link to map here . 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: <i>Transportation Options</i>	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 SOV use; what elements of project contribute?
				2. Support Alternative Measure 1: increase transit, bike, ped mode share	Describe how the project will increase use of alternative modes.
				3. Support Alternative Measure 3: increase bike facilities	Provide total length of bicycle facility, service to/within/between Activity Centers, and/or describe other improvement.
				4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers	Provide total length of qualifying sidewalks/paths.
4: <i>Resource Conservation</i>	Incorporate environmental and energy conservation into the RVMPO 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 natural environment. Does project include conservation features (ex. permeable surface).
				2. Air quality benefit, long term including NOX and VOC.	If there are air quality benefit 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 greenhouse gas emissions (CO) ₁	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
				5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? (If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)
				6. Reduce VMT	Reduction formula based on project type
				7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
				8. Lifespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs
				9. Other public, private funding sources (leverage)	List overmatch, other funds

(1) Greenhouse gas emissions can be reduced by reducing congestion, increasing operational efficiency, supporting alternative modes reducing use of combustion vehicles, and shifting to lower-carbon fuels (<http://www.deq.state.or.us/eq/committees/lowcarbon.htm>).