



**Rogue Valley
Metropolitan
Planning
Organization**

Project Funding Application Packet

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

Federal Fiscal Years:

2025 (starting Oct. 1, 2024)

2026 (starting Oct. 1, 2025)

2027 (starting Oct. 1, 2026)

Projects must be ready to initiate during this timeframe.

APPLICATIONS DUE: Friday, May 27, 2022

By 5:00 p.m.

Emailed applications only

rmaclaren@rvcog.org

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 Rogue Valley Metropolitan Planning Organization (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 2025, 2026, and 2027 Federal Fiscal Years (beginning Oct. 1, 2024, Oct. 1, 2025, and Oct. 1, 2026):

	2025	2026	2027
Congestion Mitigation and Air Quality Program	\$ TBD	\$ TBD	\$ TBD
Surface Transportation Block Grant	\$ TBD *	\$ TBD *	\$ TBD *

RVCOG staff will provide funding updates throughout the grant and TIP process.

**Please note that \$700,000 in Surface Transportation Block Grant (STBG) funds will go to the Rogue Valley Transportation District (RVTD) each year.*

Application Checklist

Applications must include the following:

- ✓ Application form – CMAQ or STBG - (2025, 2026, and 2027)
- ✓ Local Agency Technical Scope Sheet
- ✓ 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 projects following the federal process, a minimum \$1,000,000 project cost is 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.

Please Note:

Jurisdictions applying for CMAQ funds must complete the ODOT CMAQ Application Form which can be found at the link below:

https://rvmpo.org/wp-content/uploads/2022/01/ODOT-CMAQ_Application.pdf

Please Note: The application is in a pdf format that allows you to fill in the text boxes. However, the more you fill in the smaller the text becomes automatically. Each of the larger text boxes have been numbered 1 through 17. If the applicant wishes, they may submit a word document with responses to all of the questions and number the responses “Box 1, box 2, box 3, etc., etc.”

Schedule

Planned schedule and summary of actions listed below. For greater detail or more up-to-date information, please consult RVCOG staff.

January 31, 2022	Call for Projects
Mar-Apr, 2022	Application Workshop – Attendance mandatory for Applicants
May 27, 2022	Applications due by Close Of Business
Jun-Jul, 2022	TAC application review and project recommendations. <i>With TAC concurrence, applicants may submit minor changes to applications, or modifications suggested by the TAC, no later than noon on Friday July 1, 2022</i>
Jul-Aug, 2022	Policy Committee Approval of projects selected for 24-27 TIP
August 2022	MRMPO initiates Air Quality Conformity Consultation with EPA, FHWA, FTA, ODOT, and DEQ
December 2022	Draft TIP and AQCD Provided to MPO Committees
January – February, 2023	Open Public Comment Period on 2024-27 TIP and AQCD
March 2023	Committee Recommendations and Policy Committee Action on 2024-27 TIP and AQCD
April 2023	MRMPO forwards documents to ODOT, FHWA, FTA, EPA, and DEQ
May-Jun, 2023	TIP Approved by Governor

Application Process

The application is an electronically fillable form. Applications must be submitted electronically. Contact RVCOG 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.

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 RVCOG staff to determine eligibility prior to filling out an application. Applications will be reviewed by RVCOG 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 MPO 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 the goals of the Regional Transportation Plan and federal planning requirements, as summarized in the Funding Criteria Table.

Step 3: MPO Committee and Public Review.

The MPO advisory committees (Technical Advisory Committee, Public Advisory Council) will review and discuss—during public meetings—applications, 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 2024–2027 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. Although the MPO 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 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 a 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 MPO 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 MPO planning area and/or reduction of on-road carbon monoxide (CO) emissions within the Medford urban growth boundary (UGB). Information provided by applicant—at a minimum—must sufficiently enable staff to determine these threshold eligibility requirements.

All jurisdictions intending to pursue CMAQ funding must complete the ODOT CMAQ Application Form (which can be found at the link on page 1 of this document). Additionally, 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, 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 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 the 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 only the STBG funding program. For the CMAQ program, applicants must fill out the ODOT CMAQ application form. ***For construction projects: All applicants must complete the Local Agency Technical Scope Sheet (4 pages) NOTE: For construction projects that will follow the federal process, a minimum \$1,000,000 project cost is strongly recommended.***
- 3. Project Evaluation Criteria** – This section has four focus areas, each containing criteria based on the RVMPO’s organizational goals, long-range plan (2045 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. Describe how this project will ameliorate, reduce, mitigate, or eliminate the safety hazard. Does this project promote connectivity? Will it reduce congestion? (If a bicycle or pedestrian project please make use of the bike/ped diversion calculator available on the MPO’s website.)

3. b) Community Vitality & Livability: This section deals with benefits for the traditionally underserved and for benefits to freight movement/commercial traffic. The source for Traditionally Underserved Population Benefit can be found in the RVMPO’s [Environmental Justice & Title VI Plan](#).

3. c) Transportation Options: Questions in this section are attempting to identify how this project will promote transportation alternatives to the Single Occupancy Vehicle and whether or not the project is included in the adopted Active Transportation Plan.

3. d) Resource Conservation Applicants for diesel vehicle projects, please 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).