



# **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](mailto:yalrashdi@rvcog.org)

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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. The RVMPO anticipates the following funds will be available for the 2027, 2028, 2029 and 2030 Federal Fiscal Years (beginning Oct. 1, 2027, Oct. 1, 2028, and Oct. 1, 2029):

RVMPO Funds	2027	2028	2029	2030
Congestion Mitigation and Air Quality Program	\$6,479,442	\$1,448,888	\$1,448,888	\$1,448,888
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. RVMCOG 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 RVMPO [project estimator](#) (available with this packet online) or licensed engineer’s estimate (The RVMPO 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 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.

<b>January 2025</b>	Start project solicitation process
<b>Mar-Apr 2025</b>	Mandatory project application workshop
<b>May 30, 2025</b>	<b><i>Applications Due</i></b> , app. period closes; RVMPO begins application evaluation
<b>June-July 2025</b>	Technical Advisory Committee application workshop (optional for applicants). Opportunity to present applications. <b><i>With TAC concurrence, applicants may submit minor changes to applications by email to RVCOG no later than noon, Tuesday, July 1, 2025.</i></b>
<b>August 2025</b>	RVMPO initiates air quality conformity consultation with EPA, FHWA, FTA, ODOT, and ODEQ.
<b>December 2025</b>	Draft Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD) provided to MPO committees.
<b>Jan-Feb 2026</b>	Open public comment period for 2027-2030 TIP and AQCD.
<b>March 2026</b>	Committee recommendations and Policy Committee action on 2027-2030 TIP and AQCD.
<b>April 2026</b>	RVMPO forwards TIP and AQCD to ODOT, FHWA and FTA.
<b>May-June 2026</b>	TIP approved by Governor.
<b>July 2026</b>	AQCD approved by USDOT

## **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 the 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.**

CMAQ funds have 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 the RVMPO Technical Advisory Committee (TAC), using the *Goals and Project Funding Criteria Table* on page 7. The TAC 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.**

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 CMAQ Funds**

The CMAQ program has 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 RVMPO 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 RVCOG 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 RVMPO planning area. To qualify for funding, an application must provide adequate information for staff to estimate the reduction of on-road particulate emissions 10 microns and smaller (PM<sub>10</sub>) within the RVMPO planning area and/or reduction of on-road carbon monoxide (CO) emissions within Medford/Ashland Air Quality Maintenance Area (AQMA). 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/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/) as follows:

1. Light-duty vehicle scrappage programs are ineligible.
2. Projects that add new capacity for single occupancy vehicles (SOV) are ineligible for CMAQ funding unless construction is limited to high occupancy vehicle (HOV) lanes. [23 U.S.C. 149(b)(1)(A)(i), (b)(5) and (c)(3)]. This 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.
3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, replacing and repairing sidewalks, 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 STBG and FTA's Urbanized Area Formula Program (49 U.S.C. 5307), are available for such activities.

4. Administrative costs of the CMAQ program, such as support for a State's "CMAQ Project Management Office," are ineligible.
5. Projects that do not meet the specific eligibility requirements of Titles 23 and 49, U.S.C., are ineligible for CMAQ funds.
6. Stand-alone projects to purchase fuel are generally ineligible<sup>1</sup>.
7. Acquisition, operation, or development of models or monitoring networks are ineligible for CMAQ funds. Modeling or monitoring emissions, traffic operations, travel demand or other non-project specific planning studies do not directly lead to an emissions reduction, and are therefore not eligible. Such activities may be eligible for other Title 23 funds.
8. Litigation costs surrounding CMAQ or other Federal-aid projects are ineligible.

**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, the RVMPO 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 PM<sub>10</sub> 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 the data and information needed for the application. If the application is successful, either the sponsoring jurisdiction, or through separate agreement the RVMCOG, will be the direct recipient of federal funds, reimbursing the non-member organization for approved project expenses through a separate contract. RVMCOG or other direct recipients of project funds may retain a percentage of project funds to reimburse its project-related costs. RVMCOG 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. 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 RVMPO 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 RVMCOG staff. **Use built-in attachment function** (click button in project description section) **to attach**

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<sup>1</sup> Exceptions were included in Section 1808(k) of SAFETEA-LU

**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*** (click button at bottom of section) **to attach RVMPO 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 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 7. 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, RVCOG 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 RVMPO’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/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/)).



**RVMP0 Evaluation Measures – Goals and Project Funding Criteria 2027-2030 TIP**

	RVMP0 Goal	2025-2050 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	Evaluation Criteria	How Measured
1: Mobility		Design, develop, and support a balanced and interconnected multi-modal transportation system which will 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 problems and how the project would reduce the number and severity of crashes. <i>(If the project demonstrates air quality benefit it will be evaluated for CMAQ.)</i>
				2. Congestion relief/reduce delay	Level of Service improvement; idle time reduced. Heavy Duty Vehicles (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.)
		Develop, optimize, and coordinate current procedures for the Safety and Security of the Transportation System.	Increase accessibility and mobility of people and freight. Increase the safety of the transportation system for motorized and non-motorized users. Increase the security of the transportation system for motorized and non-motorized users	3. Promote connectivity (ex: more direct travel, network infill)	Describe connectivity features. If the project reduces VMT it could help the region meet greenhouse emission 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. The objective is to show the number of people who will be served by the project. Staff will estimate population & employment using RVMP0 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.	Identify and utilize transportation investments to foster compact, livable, and unique communities.	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	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. Does the project improve transit accessibility?	Does the project promote alternate modes of transportation and/or promote transit improvements on or near an existing/planned transit route?
		Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	3. Is the project in or near a Key Destination?	Is the project located in a Key Destination? Assign points based on proximity to a Key Destination type listed below. <ul style="list-style-type: none"> <li>Development that contributes to achieving mixed-use, pedestrian friendly development</li> <li>Neighborhood commercial and employment centers, parks and schools</li> <li>Downtown areas / central business districts</li> <li>Established TOD areas that clearly contribute to achieving mixed-use, pedestrian friendly development</li> <li>Development that is vertically or horizontally mixed-use</li> </ul>
				4. Benefit of freight movement, commercial traffic	Describe the benefits to movement of commercial vehicles. <i>(If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ).</i>
3: Transportation Options	Increase integration and availability of transportation options.	Identify, develop and support diverse strategies to lessen dependence upon single-occupant vehicles.		1. Encourage/support single occupant vehicle (SOV) reduction; Reduce auto dependence	Does the project reduce SOV use; what elements of project contribute?
				2. Is the project included in the RVMP0 Active Transportation Plan (RVATP)?	Assign points depending on whether the project is an identified route in the RVATP, with special consideration to whether it is identified as a Regional or Connector route and meets the RVATP aspirational level of traffic stress (LTS) thresholds.
				3. Does the project increase bike facilities?	Provide the total length of bicycle facility, service to/within/between Activity Centers, and/or describe other improvement.
				4. Does the project increase sidewalks on collectors and arterials in Activity Centers?	Provide total length of qualifying sidewalks/paths.
4: Resource Conservation	Incorporate environmental and energy conservation into the RVMP0 planning process.	Identify, plan and develop transportation infrastructure which maximizes the efficient use 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 NOX and VOC.	If there are air quality benefits in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.
				3. Reduce greenhouse gas emissions (CO) <sup>1</sup>	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to transportation options and/or congestion relief will reduce GHG emissions.)
		Develop a plan that can be funded and reflects responsible stewardship of public funds that preserves and improves the resiliency and reliability of the transportation system.	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 the facility without the construction of new facilities? Does the project refurbish existing facility? <i>(If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)</i>
				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

Items in red text will be part of CMAQ project funding evaluation. To determine CMAQ project eligibility, click on link to access FHWA CMAQ Interim Guidance: ([https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/pdicy\\_and\\_guidance/2024\\_cmaq.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/pdicy_and_guidance/2024_cmaq.cfm))

<sup>1</sup> 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 (<https://www.oregon.gov/deq/ghgp/Documents/cfp-FinalACReport.pdf>).