# Narrowed Eligible Projects

CMAQ recipients will be required to select projects under these seven categories.

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| **Allowable Project Types within Oregon & Examples** | |
| 1. **Public Transportation**   **Improvements** | * **Capital projects:**   1. Transit stop infrastructure to support increased use of buses and trains   2. Bus pullouts to improve roadway traffic flow and enhance transit rider safety   3. Fixed guideways or tracks for high-capacity transit improvement to reach more riders * **Capital purchases**, including: electric or alternative fuel transit vehicles with no or low emissions * **Operational improvements**:   1. New or expanded service to reach transportation disadvantaged populations and others   2. Increased frequency of existing routes to increase service capacity and accommodate a broader array of potential riders |
| 1. **Transportation Options Strategies** | * **Program Support** for Transportation Management Associations working on geographic-specific congestion issues * **Employer-based programs** that support alternative work schedules, telecommuting, bus passes, and carpooling. * **Safe Routes to School Outreach** and encouragement programs that help kids safely use the transportation system or foster interest in taking the bus, biking, or walking, which helps reduce school-related congestion. Preferred priority towards Title I schools. See Sections 7 and 9 of FHWA CMAQ Guidance. * **Targeted transportation options** (education and outreach), making people, employees, or students aware of new, enhanced, or existing transit service and biking and walking opportunities * **Traveler information** to support awareness of travel choices and help people plan ahead to use public transit or other modes * **Vanpool/rideshare operations and capital expenses** so people can rideshare rather than drive alone to and from work or school * **Congestion pricing** to send a monetary signal to roadway users on the cost of congestion and impacts in an effort to lessen worsening congestion |
| 1. **Pedestrian and Bicycle Infrastructure**[[1]](#footnote-1) | * **Stand-alone on-road bicycle and pedestrian projects** that complete gaps or address biking or walking mobility issues near transit, schools, downtowns, employment centers, shopping and medical services to provide people with the ability to use these modes to reach critical destinations and services[[2]](#footnote-2) * **Off-road paths** within and connecting communities that provide a statewide benefit according to the Regional Paths policy (2.5D) of the Oregon Bicycle and Pedestrian Plan |
| 1. **Vehicle and Fuel Efficiency Efforts** | * **Diesel engine retrofits** of school buses and government fleet vehicles to cost-effectively improve air-quality * **Electric charging station infrastructure** to encourage no-emission vehicle use * **Compressed Natural Gas (CNG) or Recycled Natural Gas (RNG) fueling stations** **and infrastructure** to encourage low-emission vehicle use * **Vehicle purchases** for government fleets, including: electric and alternative fuel vehicles with low or no emissions[[3]](#footnote-3) |
| 1. **Intelligent Transportation Systems for congestion reduction** | * **Signal synchronization** to improve traffic flow, with fewer stops and starts * **Multi-modal traveler information** to share information on crashes and detours and reduce intermittent delay that negatively impacts air quality * **Electronic toll collection systems** to implement congestion pricing as discussed above * **Incident clearance equipment** **and management programs** to help reduce intermittent delay |
| 1. **Traffic Flow Improvements for congestion reduction** | * **Transit signal priority systems** * **High-Occupancy Vehicle (HOV) or High-Occupancy Toll (HOT) lanes** * **Turn lane additions/improvements** and intersection modifications when a threshold – such as Volume-to-Capacity (V/C) – is reached. Projects must mitigate existing congestion and be reviewed by ODOT Transportation Planning and Analysis Unit |
| 1. **Road Dust Mitigation to remove fine particulates** (PM10 areas only) | * **Gravel street paving** * **Street sweeper purchase** |

1. Pedestrian and bicycle infrastructure projects funded with CMAQ must demonstrate they are not solely recreational, per FHWA CMAQ “[Interim Program Guidance under MAP-21](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm),” Paragraph F.7. [↑](#footnote-ref-1)
2. ORS 366.514 requires footpaths and bicycle trails whenever a highway, road, or street is being constructed, reconstructed, or rebuilt with state highway fund dollars. CMAQ funds cannot be used to satisfy ORS 366.514 requirements. [↑](#footnote-ref-2)
3. The applicable cost principles in 2 CFR require the costs be equitably allocated to benefitting cost objectives and Title 23 funds cannot be used to fund general government operations, including vehicle acquisition. However, FHWA may participate in the CMAQ eligible portion of vehicle purchases that are limited to the marginal emissions-reducing elements of the project. In other words, FHWA participates in the incremental cost difference between standard and alternative fueled vehicles. [↑](#footnote-ref-3)