

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
<a href="#"><u>ODOT CMAQ Guidelines</u></a>			
PROJECT INFORMATION			
Project Title	MAX Red Line Extension		
MPO (if Applicable)	Metro	STIP #	20849
Agency (applicant)	TriMet		
Address	1800 SW 1 <sup>st</sup> Avenue, Suite 300, Portland, Oregon		
Primary Contact	David Unsworth		
Telephone	503-720-6091	Public-Private Partnership? Y/N	N
Email	unsworl@trimet.org		
Responsible Agency	TriMet		
Project Location (City)	City of Portland (Portland Airport) to Fair Complex/Hillsboro Airport (Washington County)		
Project Delivery	Certified Agency: X      SFLP (non MPO)____      ODOT Delivered____		
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input checked="" type="checkbox"/>	Public Transportation Improvements	<input type="checkbox"/>	Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input type="checkbox"/>	Pedestrian/Bicycle Infrastructure	<input type="checkbox"/>	Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction	<input type="checkbox"/>	Project is a TCM
Infrastructure project is on a: __Roadway, __Bikeway or Sidewalk, __X__Transit, __Other			
Non-Infrastructure Project includes: __Operating Assistance, __Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Functional Class: High Capacity Transit, Fixed Guideway – Light Rail	
Cross Streets, Termini: Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Total Length: Before extension: 20 miles After extension: 28 miles	



## EMISSIONS REDUCTIONS

The Metro transportation model and the EPA approved emissions model MOVES2014a are the primary tools used in the analysis of emissions benefits for the MAX Red Line Extension and Reliability Improvements Project. The transportation model provides forecast travel volumes for opening year conditions in a build and no-build scenario for the MAX Red Line Extension and Reliability Improvements. The travel demand model accounts for land use, population, and employment to inform and generate trips and vehicle miles traveled information by link. The information on the travel forecast volumes, estimated trip shifting, origin and destination, and other related modeled travel details are then used as inputs into the MOVES2014a emissions model to help determine the amount of air pollution produced (by individual pollutant) from mobile sources of emissions. The differences between a build and no-build scenario, which looks at mobile source emissions based on conditions of whether the project is built or not built, help to determine whether there is an emission reduction benefit as a result of the project. Further details regarding the transportation modeling and emissions analysis for the MAX Red Line Extension and Reliability Improvements Project can be found as part of the supplemental materials.

The results are modeled estimates of emissions reductions are for the MAX Red Line Extension and Reliability Improvements for the opening year of service (2024).

**Use the following boxes to show estimated reduction amount (kg/day).**

VOC	.72	CO	18.74
NOx	2.41	PM10	N/A
PM2.5	N/A	CO2	N/A

Duration of PM10 & CO Benefit Permanent Years

## SUPPORTING INFORMATION

**SUPPORTING INFORMATION: List all applicable and attach documents to submittal email**

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

## SUBMISSION

Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	May 5, 2021
	Name and Title		

**Submit Completed Application to:**

[E-mail: CMAQ@odot.state.or.us](mailto:CMAQ@odot.state.or.us) | [Subject Line: CMAQ \[Agency Name\] Application \[Year\]](#)

REVIEW AND APPROVAL (ODOT USE ONLY)			
ODOT Emissions Review:			
	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/ Rejection			
	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			