

**Ohio Statewide Urban  
Congestion Mitigation/Air Quality (CMAQ) Program - 2017  
THRU FY 2023**

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## PREFACE

In November 2012, the Director of the Ohio Department of Transportation (ODOT) announced the creation of an Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated.

The Ohio Association of Regional Councils (OARC) Executive Directors established an Ohio Statewide Urban CMAQ Committee (OSUCC) charged with developing protocols for managing the program. The CMAQ Program provides approximately \$60 plus million annually; although this amount may vary for each application round. In concert with ODOT, Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000 have collaboratively established a set of funding policy guidelines to be used in selecting and managing projects using federal CMAQ funding. The OSUCC consists of representatives from the following agencies:

- Akron Metropolitan Area Transportation Study (AMATS)
- Eastgate Regional Council of Governments (Eastgate)
- Miami Valley Regional Planning Commission (MVRPC)
- Mid-Ohio Regional Planning Commission (MORPC)
- Northeast Ohio Areawide Coordinating Agency (NOACA)
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Stark County Area Transportation Study (SCATS)
- Toledo Metropolitan Area Council of Governments (TMACOG)

This document describes program policies and procedures and is structured to administer the program efficiently while providing flexibility with respect to eligible activities and the type of projects that can be funded as defined under § 23 CFR Part 450 and § 23 USC 149.

## BACKGROUND AND PURPOSE

The Congestion Mitigation and Air Quality (CMAQ) improvement program was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The CMAQ program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for areas that were out of compliance but have now met the standards (maintenance areas).

The CMAQ program supports **two important goals of the Department of Transportation: improving air quality and relieving congestion**. This program was particularly designed to help states and metropolitan areas meet their Clean Air Act obligations in nonattainment and maintenance areas and to prevent areas from falling into nonattainment. Additionally, the current federal transportation bill Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) puts an increased focus on addressing PM<sub>2.5</sub>.

Generally, projects eligible under the CMAQ program prior to enactment of MAP-21 remain eligible. All CMAQ projects must demonstrate three primary elements of eligibility: 1.) transportation identity as described within the programmatic parameters in the CMAQ Final Program Guidance Section VII –

Project Eligibility Provisions – D. Eligible Projects and Programs; 2.) emissions reduction; and 3.) 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 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.

## **GENERAL GUIDELINES**

The purpose of this section is to describe policy guidelines, which are grouped into the following categories: eligibility, policies, administration, solicitation and selection process, and project evaluation criteria. The following assumptions are used in the development of the Ohio Statewide Urban CMAQ Program:

1. CMAQ over-programming and reservoir: ODOT will allow 5% [maximum] of the committed CMAQ Program to be over programmed and a total amount of reservoir projects equal to 25% of the fiscal year funds apportioned. In FYs 2015-2017, reservoir projects would be identified from the existing pool of projects based on funding availability, individual project schedules, and consistency with the statewide CMAQ project evaluation process.
2. Rideshare and Air Quality Planning through the Unified Planning Work Program (UPWP): UPWP budgets for Rideshare and Air Quality Planning would be maintained for the FY 2014 – FY 2017 period as currently programmed in the TIP. Prior to beginning FY 2018, UPWP budgets for Rideshare and Air Quality Planning would be revisited based on per capita adjustments. Rideshare and AQ would not be subject to the statewide CMAQ application and evaluation process. Funding of up to 1 dollar per CMAQ eligible population based on the 2010 US Census will be made available to each large MPO for Rideshare and Air Quality planning programs.
3. CMAQ projects currently programmed in the FY2014- FY2017 TIP: CMAQ projects identified in the FY 2014-FY 2017 TIP as of July 1, 2013, would not be subject to the new statewide evaluation process and would be “held harmless.” This would include projects having an active phase (regardless of funding source) such as PE-Environmental, PE Detail Design, and Right-of-Way, scheduled in the FY 2014 – FY 2017 STIP/TIP, with the final RW clearance and construction dates being in a fiscal year beyond 2017.

The Executive Directors of the eight large Ohio MPOs have designated the OSUCC consisting of the MPO transportation directors, or their designees, to manage the CMAQ program including project monitoring, project selection, and identification and advancement of reservoir projects. The OSUCC shall recommend annually to the Executive Directors of the eight large Ohio MPOs the agreed upon program of projects for their approval. If the OSUCC cannot come to an agreement on an issue, it will be brought to the Executive Directors for resolution. An agreement is defined as consensus by five (5) MPOs.

## ELIGIBILITY

1. Regional Transportation Plan – All projects implemented with federal funds must be included in or be consistent with the applicable MPO approved Regional Transportation Plan.
2. Submitting Projects for Funding – Every year, the OSUCC will initiate a new solicitation and selection cycle in accordance with the process presented in the Solicitation and Selection Process section.
3. Project Sponsors - Applicants are limited to qualified government entities that are members of one of the large MPOs located within the metropolitan planning area. Projects located within the boundaries of a non-member jurisdiction are not eligible for Federal CMAQ funds unless the member jurisdiction applying for funds would be the owner or maintainer of the facility being constructed.

Projects may also be advanced and implemented through a Public-Private-Partnership (PPP), as defined in Section VII.C of the FHWA [2008 CMAQ Final Program Guidance](#). A PPP must include a legal, written agreement between an eligible Public Entity and a Private Entity project sponsor that specifies the roles and responsibilities of the participating parties. The Local Public Agency (LPA) serves as the responsible agent for the project to ODOT for purposes of the Federal Project Agreement.

4. Application Legislation - Local commitment, in the form of specific legislation, is required of sponsors and co-sponsor(s) of CMAQ funded projects. This ensures that Councils, Boards, and Commissions recognize that the project is being submitted for federal funding and that a local funding match is required, with the exception of those projects that are eligible for 100% federal reimbursement. Legislation must include the following: project name, description and cost, an acknowledgement that the sponsor and co-sponsor(s) have read and understand the Ohio Statewide Urban CMAQ Guidelines, and that the sponsor and co-sponsor(s) are aware of the local match being pledged. Sample legislation will be included with project applications when they are given to project sponsors. Failure to submit legislation by the established due date may result in cancellation of project application.
5. Eligible Project Phases –All phases of a project beyond planning including, environmental, preliminary engineering, detailed design, right of way and construction plan development costs are eligible for CMAQ reimbursement. However, to expedite the process the OSUCC encourages sponsors to finance and develop such phases with local funds. It is important to note that any federal funds used for preliminary or final engineering of a project that does not advance to construction within a time period of ten years may be subject to payback.
6. Logical Termini and Independent Utility – Projects submitted for federal funds must have logical termini and independent utility. This means a project must have rational end points and stand alone when completed. For example, a project may be one phase in a multi-phase project, but each phase must have immediate benefit and use to the public in case additional phases are never funded.
7. Project Programming– Project sponsors must initiate the programming process with ODOT within 60 days of notification of approved funding for the project by the OSUCC. Failure to do so may result in cancellation of project.
8. Review Meetings - Project sponsors are required to attend quarterly project review meetings with their respective ODOT district to monitor the status of programmed projects.

## **POLICIES**

### **Description**

The Congestion Mitigation/Air Quality Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>) which reduce transportation related emissions. All eight large MPOs in Ohio are classified as non-attainment or maintenance for ozone and/or PM<sub>2.5</sub>.

In determining project eligibility, only projects that have documented ozone precursor emissions and/or PM<sub>2.5</sub> reductions can be considered. These projects may include signalization and operational highway improvements including roundabouts, replacement or retrofit of older diesel buses, alternative fuel programs, rideshare projects and park-and-ride projects. A complete list of eligible activities is available in [Appendix A](#). CMAQ funds cannot be used for projects such as the addition of through lanes or a new highway.

### **Program Policies**

1. Federal Participation
  - a. The maximum federal share for projects under the CMAQ Program is 80% of total eligible project costs, with the exception of those projects eligible for 100% federal reimbursement (excluding 100% local items). Federal funding participation for CMAQ projects is either the federal participation rate approved for the project, or the total federal funds approved for the project, whichever is less.
2. Local Participation
  - a. The minimum local share is 20% of total eligible project costs (excluding 100% local items).
  - b. The local share for CMAQ projects may be from local, state, or other non-federal sources. Cost associated with a non-CMAQ funded phase are not considered as local share.
  - c. Projects federally eligible for 100% federal reimbursement do not require a local match.
3. Preliminary Engineering, , Environmental, Detailed Design – All are eligible for CMAQ reimbursement. However to expedite the process the OSUCC encourages sponsors to finance such phases with local funds and projects will benefit in the evaluation process. If CMAQ funds are used for these types of activities, the sponsor must be committed to the construction phase and right of way - if applicable.
4. Right-of-Way - The right-of-way funding may be adjusted from the original amount approved as long as the project's total cap is not increased. These projects have a combined cap inclusive of all project phases. However to expedite the process the OSUCC encourages sponsors to finance right-of-way with local funds and projects will benefit in the evaluation process.
5. Construction/Capital Purchases - the construction funding may be adjusted from the original amount approved as long as the project's total cap is not increased. These projects have a combined cap inclusive of all project phases.

6. Project Delays – Funding for CMAQ projects that are delayed or cancelled will be reevaluated based on the following principles:
  - a. If a project is delayed due to the lack of programmed federal funds, the project will be rescheduled as soon as funds become available.
  - b. If a project is delayed due to the project sponsor, the project may be cancelled or rescheduled at a later time as not to impact or jeopardize other projects that have met their schedules.
  - c. If a project is delayed due to circumstances beyond the control of the project sponsor, the project will be rescheduled as soon as the issue is resolved and funds become available. The sponsor should provide written justification.
7. Project Cost Increases – CMAQ projects with phases scheduled in the next fiscal year will be updated in the Statewide CMAQ program to reflect the latest estimates.
  - a. If the revised project cost estimate is lower than the original estimate, the federal funding will be adjusted using the match percentage that was originally approved for the project.
  - b. The federal share will be capped at the original approved amount. Adjustments to the funding cap may be considered subject to funding availability and OSUCC approval.

## **ADMINISTRATION**

1. Responsibility - The OSUCC is responsible for monitoring the federal CMAQ program funding made available to the eight largest MPOs in Ohio by the Ohio Department of Transportation. These responsibilities include the evaluation and selection of new projects; monitoring the scope, schedule and sale of projects funded toward successful delivery; and ensuring that the overall program is fiscally responsible, with the goal to maximize expenditure of the annual available budget.
2. Program Cycle – The program cycle and solicitation procedures will be administered on a bi-annual basis.
3. Project Review Meetings – Tri-annual project review meetings of the OSUCC are scheduled to monitor the status of programmed projects. An MPO representative is required to attend.
4. Project Lockdown – Sponsors must have their associated project milestone dates finalized by December of each year for projects that are scheduled in the next two fiscal years.
5. Reservoir Projects – The OSUCC will review CMAQ projects from the current TIP and consult with MPOs to select projects for the fiscal year “reservoir.” These are projects whose development schedule will lead to readiness for obligation six months prior to the fiscal year for which they are programmed. The amount of these reservoir projects will be approximately 25% of the fiscal year obligation ceiling. If a project slips or is cancelled, the OSUCC will identify an existing reservoir project from the current TIP to be advanced. The MPO area from which the project was delayed or cancelled will be given the first opportunity to fill the funding need. If the MPO has no suitable project, the OSUCC committee will review the reservoir list and select a project or projects based on project readiness, LPA delivery history, and project quality.
6. Funds Management – After a project is programmed, the use of CMAQ federal funds in a project may not increase more than the OSUCC approved federal amount without committee approval.

7. Funding Availability - The OSUCC receives sub-allocated funds at the discretion of ODOT. If ODOT's current funding policy changes in regards to amount of funds sub-allocated or the elimination of a funding program, the OSUCC assumes no liability in funding projects that have been affected by these changes, and/or commitments jointly approved between a MPO and sponsor.
8. ODOT Support – Close coordination between the MPOs and ODOT is essential. The following items of support from ODOT are requested to assist in the administration of the Ohio Statewide CMAQ Program:
  - A status report of CMAQ projects should be provided every two months which includes schedule, cost estimate, and milestone dates.
  - The report should include the CMAQ commitment (CAPs) for each project by year.
  - A commitment that Ellis information matches the MPO TIP's.
  - A commitment that Ellis information matches the OSUCC approved amounts and funding years.
  - Coordinate the availability of SFY carry forward budget to accommodate project commitments.
9. Statewide CMAQ Program Review- This process will be reviewed annually. Adjustments will be made, as needed, prior to the next application submission cycle.

## **SOLICITATION AND SELECTION PROCESS**

Prior to projects being submitted to the OSUCC, the committee will review existing funding commitments to identify the specific funding available by year for new projects.

The solicitation process for projects will consist of two parts.

- First, each of the eight large MPO will solicit projects from their area. Each MPO shall conduct the solicitation process in whatever manner that best meets their local circumstances.
- Second, each MPO will then provide the OSUCC the application form for each project from their area, including the MPO ranking, and the project scoring table.

Following this solicitation the OSUCC will review the scoring provided by the MPO's. They may adjust project scores to ensure the scoring criterion was applied uniformly across all of the projects. This will lead to a listing of projects ranked by score.

The OSUCC will then review available CMAQ funding, ranked list of projects and develop a draft program of recommended projects to receive CMAQ funding. In developing the list OSUCC will to the best of its ability, match quality projects and available funding to optimize Ohio transportation investments.

The recommended program will be forwarded to the eight large MPO Executive Directors for their approval and submission to ODOT. Following that approval and ODOT concurrence, project sponsors will be notified and those selected for funding will be required to program their projects with ODOT.

The recommended program shall be provided to ODOT for inclusion in its public outreach process.



Schedule of OSUCC Activities

- June of each year: Identify total amount by year of CMAQ funding to be available for new projects.
- May – August: Each MPO solicits projects or otherwise identifies projects to be submitted to the OSUCC.
- Early September: Projects submitted to OSUCC.
- Early September – November: OSUCC review of projects and project scoring.
- November: OSUCC identifies the recommended program of projects for funding.
- December: Executive Directors approve projects for funding. All projects will follow the individual MPO public involvement policies in accordance with the standard STIP/TIP public involvement processes.

**PROJECT EVALUATION CRITERIA**

**Scoring Criteria for Ohio CMAQ Program**

Criteria	Measure	Points
1. Project Type (Maximum Points =10)	Regional rideshare/vanpool programs	10
	Congestion Reduction, Traffic Flow Improvements & ITS	10
	Transit Vehicle Replacement	8
	Freight/Intermodal including diesel engine retrofits	7
	Public Education and Outreach	6
	Transit Service Upgrades	5
	Pedestrian/Bicycle	4
	Alternative Fuels and Vehicles- Non transit	4
	Employer-based Programs	4
	Travel Demand Management	3
	Modal Subsidies and Vouchers	3
	Transit Facility Upgrades	2
Other TCM's and Misc	2	
2. Cost Effectiveness (Maximum Points =15) *Sliding scale	High emissions reduced per dollar cost; Low dollar cost per kilogram reduced	15
	Medium	*
	Low	*
3. Other Benefits (Maximum Points =15)	<i>Score up to 3 points for each additional project benefit</i>	
	Improved safety	0 – 3
	Fixed Route Transit	0 – 3
	Bicycle/Pedestrian	0 – 3
	Improved freight movement	0 – 3

	Benefits environmental justice population	0 – 3																		
4. Existing Modal Level of Service (LOS)	F E D A – C	15 10 4 0																		
5. Positive Impact on LOS (Maximum Points =15)	High impact Medium impact Low impact No impact	15 10 3 0																		
6. Status of Project (Maximum Points =10)	Construction plans complete Non construction activity ready for authorization ROW clear and complete Environmental document complete Environmental document underway	10 8 8 6 2																		
7. Non-Federal Match of Requested CMAQ Funds of the phase(s) cost (Maximum Points =10)	<table border="1"> <tr> <td>Above 40%</td> <td>5</td> <td>Greater than \$2.0 m</td> </tr> <tr> <td>&gt;35 to 40%</td> <td>4</td> <td>\$1.0 m to \$2.0 m</td> </tr> <tr> <td>&gt;30 to 35%</td> <td>3</td> <td>&gt;\$500,000 to \$1.0 m</td> </tr> <tr> <td>&gt;25 to 30%</td> <td>2</td> <td>\$150,000 to \$500,000</td> </tr> <tr> <td>&gt;20 to 25%</td> <td>1</td> <td>\$50,000 to \$150,000</td> </tr> <tr> <td>Up to 20%</td> <td>0</td> <td>\$0 to \$50,000</td> </tr> </table>	Above 40%	5	Greater than \$2.0 m	>35 to 40%	4	\$1.0 m to \$2.0 m	>30 to 35%	3	>\$500,000 to \$1.0 m	>25 to 30%	2	\$150,000 to \$500,000	>20 to 25%	1	\$50,000 to \$150,000	Up to 20%	0	\$0 to \$50,000	5 4 3 2 1 0
Above 40%	5	Greater than \$2.0 m																		
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>25 to 30%	2	\$150,000 to \$500,000																		
>20 to 25%	1	\$50,000 to \$150,000																		
Up to 20%	0	\$0 to \$50,000																		
8. Regional Priority (Maximum Points =10) determined by each MPO)	First Priority Project Second Priority Project Third Priority Project Fourth Priority Project All Other	10 7 4 2 0																		
9. Beginning in FY 2015 or Later: History of Project Delivery By Project Sponsor in the previous 2 years	One project slipped past programmed year Two or more projects slipped past programmed year One or more projects cancelled	-5 -10 -10																		
<b>Maximum Points</b>		<b>100</b>																		

### Criteria, Measures and Scoring Description

- Project Type** – CMAQ funds can be used on a variety of project types designed to address congestion mitigation and/or emissions reductions. A project will be awarded up to 10 points based on the type of project. (Refer to Example of Project Type Descriptions.) Some projects may involve multiple project types. The score will be based on the primary project type.
- Cost Effectiveness** is a measure of the project’s ability to reduce emissions (HC, NOx, and PM<sub>2.5</sub>) per dollar invested (\$ per kg). The OSUCC will apply standard methodologies to estimate the emissions reduction and award up to 15 points on a sliding scale relative to the applications received. The following formula will be used to estimate the cost effectiveness:

$$CE = (\text{CMAQ\$ Request/Useful Life})/\text{Annual Emissions Reduction}$$

See [Appendix B](#) for useful life guidance.

3. **Other Benefits** - Many projects have ancillary or additional benefits beyond the primary goals of the CMAQ program. This criterion allows for a range of points based on several categories including safety, fixed route transit service, bike/pedestrian, improved freight movement and benefits to environmental justice populations. Up to 3 points may be awarded for projects that demonstrate high positive impacts from any or all of the categories up to a maximum of 15 points.
  
4. **The Level of Service (LOS)** documents the existing congestion in the project area. A project may be awarded up to 15 points depending upon the current LOS. No points will be awarded to projects to improve modes currently operating at LOS C or better. The applicant must provide documentation and data showing how the LOS was determined. For transit projects, the application is to provide information to assess the “level of service” primarily with respect to the lack of capacity for which the project will provide benefits. Similarly, for bike or pedestrian projects, information is to be provided to demonstrate the poor level of service being provided for users of those modes. Please note: for transit, bike and pedestrian projects, lack of service or absence of a facility does not equate to poor level of service. Information must be provided that demonstrates there is demand for the service or facility that is not being met.
  
5. The **Positive Project Impact on Level of Service (LOS)** assesses the impact the proposal will have on the existing situation, ranging from 0 to 15 points. Some examples of Positive Impacts for LOS for Roads, Transit, and Bicycle and Pedestrian, are shown below.

**ROAD LOS IMPACTS**

<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>
The project will improve the LOS will from F to C	The project will improve the LOS from F to D or from E to C	The project will improve the LOS from F, E or D by one level or substantially reduce delay if resulting LOS remains F.

**TRANSIT LOS IMPACTS<sup>1</sup>**

<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>
Significantly reduces transit vehicle crowding, increases service capacity significantly, , increases service reliability significantly. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time.	Increases service reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers.	Increases passenger comfort or convenience, bike racks.

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<sup>1</sup> Council of Fresno County Governments, January 2006 CMAQ Call for Projects

BICYCLE and PEDESTRIAN LOS IMPACTS<sup>2</sup>

HIGH	MEDIUM	LOW
Facility that will primarily serve commuters and/or school sites, sidewalks where none exist. Completes final pieces of a significant regional route.	Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage.	Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

6. The **Status of Project** points reflect the existing status of the project. The closer a project is to the construction/implementation phase, the more points it will receive. Those that are early in the project development process with environmental studies underway will receive 2 points. Projects with completed environmental status earn 6 points; those with right-of-way cleared and complete will be awarded 8 points. Non construction projects that do not require right-of-way and are ready for authorization such as a bus purchase also earn 8 points. Projects with construction plans complete earn 10 points.
7. The **Non-Federal Match of Requested CMAQ Funds** – The criteria rewards applicants that increase their local share to “overmatch” the required rate for local participation. The standard match rate for federal CMAQ funds is 20 percent (although there are exceptions); however, the applicant can gain up to a maximum of 10 points through overmatching.
8. **Regional Priority** – MPO’s will be responsible for collecting, reviewing for completeness and ranking CMAQ applications from the eligible recipients in their regions. Top ranking projects from each region will receive 10 points, second highest receives 7 points, third highest receives 4 points, fourth highest receives 2 points. All others receive 0 points. Each MPO will develop their own approach to determining their regional priority. In cases where a project is in more than one MPO an average point score will be used.
9. **History of Project Delivery** – It is critical that projects that compete for and receive Ohio CMAQ dollars be delivered on time and within budget in order to fully realize the user benefits for Ohio citizens. Therefore, an applicant who has accepted CMAQ dollars in FY 2015 or later and allows the project to slip beyond the programmed year of obligation will be penalized 5 points on all subsequent applications for a period of two years. Applicants that allow two or more projects to slip will be penalized 10 points on subsequent applications for a period of two years. Project cancellation will also be cause for a 10 points reduction for a period of two years. Exceptions may be granted by the OSUCC for circumstances beyond the control of the applicant.

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<sup>2</sup> Council of Fresno County Governments, January 2006 CMAQ Call for Projects

## **Example of Project Type Descriptions**

Regional Rideshare/Vanpool Programs: Programs operated by MPO or other regional agency in coordination with the MPO to advance ridesharing and vanpooling. This includes ridematching and vanpool organization, vanpool capital costs, marketing, oversight and funding.

Congestion Reduction, Traffic Flow Improvements & ITS: access management, freeway management, traveler information improvements, variable message signs, roundabouts, signal upgrades /optimization/interconnectivity, new turn lanes and/or geometry intersection improvements than have demonstrated emission benefits.

Freight/Intermodal including diesel engine retrofits: includes school bus, diesel truck and locomotive engine retrofits, and intermodal transfer facilities.

Travel Demand Management: activity, programs and projects that reduce single occupant vehicle travel such as parking reduction programs, congestion pricing programs, telecommuting, etc.

Transit Vehicle Replacement: new public transit vehicles to replace existing vehicles.

Alternative Fuels and Vehicles- Non transit: Publically-owned alternative fuel vehicles and fueling facilities, certain hybrid vehicles.

Public Education and Outreach: Ozone /Clean Air Programs and other activities designed to educate about connection between transportation choices and air quality.

Employer-based programs: Employer-sponsored programs to permit flexible work schedules, expand site-specific rideshare programs and other transportation management plans.

Transit Service Upgrades: Operational transit improvements such as reduced headways, bus rapid transit, park and ride facilities, and new or extended service.

Transit Facility Upgrades: Infrastructure transit improvements such as new or rehabilitated rail cars, new or rehabilitated tracks or stations, bus shelters, and other amenities.

Modal subsidies and vouchers: subsidized parking for HOV, employer transit passes, etc.

Bicycle/Pedestrian: bicycle and pedestrian facilities that are not exclusively recreational and reduce vehicle trips. Includes on road and separate side path facilities for bikes including wide shoulders, marked bike lanes, cycle paths, share the road treatments and any other bike treatment that can improve conditions to encourage increased bike usage. Includes pedestrian facilities that enable pedestrian mobility, such as ADA compliance on any public space, sidewalks and access to bus stops.

Other TCM's and Misc: other transportation control measures and activities that are CMAQ eligible.

### **Sources:**

1. FHWA Congestion Mitigation and Air Quality (CMAQ) Program Interim Guidance

**APPLICATION**

[Click here to view online](#)

## APPENDIX A – CMAQ Eligible Activities

- Transportation activities in an approved State Implementation Plan
- Transportation control measures to assist areas designated as non-attainment under the Clean Air Act Amendments (CAAA) of 1990
- Pedestrian/bicycle facilities
- Traffic management/monitoring/congestion relief strategies
- Transit (new system/service expansion or operations)
- Transit vehicle replacement
- Alternative fuel projects (including vehicle refueling infrastructure)
- Inspection and maintenance (I/M) programs
- Intermodal freight
- Telecommunications
- Travel demand management
- Project development activities for new services and programs with air quality benefits
- Public education and outreach activities
- Rideshare programs
- Establishing/contraction with transportation management associations (TMAs)
- Fare/fee subsidy programs
- HOV programs
- Diesel retrofits
- Truck-stop electrification
- Experimental pilot projects
- Other Transportation projects with air quality benefits

**NOTE:** Ineligible CMAQ projects include construction of projects which add new capacity for single-occupancy vehicles.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of clean air standards. The primary eligibility requirement is that they will demonstrably contribute to attainment or maintenance of clean air standards.

For a complete listing of eligible projects, please visit the following link to review FHWA's Final CMAQ Program Guidance: <http://www.fhwa.dot.gov/environment/cmaqpgs/cmaq08gd.pdf>.

Upon the OSUCC initial project approval, sponsors may be asked to provide more detailed project information in order for MPO staff to conduct the required emissions reduction analysis. Assuming the analysis is favorable it will be forwarded to ODOT in a request for concurrence of the use of CMAQ funds. Following ODOT's determination of concurrence, ODOT will forward the analysis and a letter of concurrence to the FHWA and request final approval of the use of CMAQ funds.

## APPENDIX B –Emission Estimation and Cost Effectiveness Procedures

### CMAQ Project Useful Life Guidance

The design life of a project is utilized in the cost effectiveness section of the application. This section calculates the emission benefits compared to the cost of the project over that project's expected life span, or 'useful life.' A project's expected useful life is the time (years) the project is expected to provide these benefits. The applicant should use verified information and reference it or provide an experienced estimate with explanation. The table below provides an estimated useful life for typical CMAQ eligible projects.

<b><u>Project Type</u></b>	<b><u>Useful Life</u></b>
<b>Regional Rideshare / Vanpool Programs</b>	# of year(s) for proposed program
Park and Ride Lots	12 years
Parking Structures	30 years
<b>Congestion Reduction, Traffic Flow Improvements, ITS</b>	
Signal Upgrades and Timing	10 years
HOV Lanes	25 years
Roundabouts / Intersection Improvements	25 years
Turn Lanes / Access Management Improvements	25 years
Grade Separation	50 years
<b>Freight/Intermodal Projects</b>	
Intermodal Facilities	20 years
<b>Travel Demand Management</b>	# of year(s) for proposed program
<b>Transit Vehicle Replacements</b>	
Heavy Duty Large Bus	12 years / 500,000 miles
Heavy Duty Small Bus	10 years / 350,000 miles
Medium Duty Bus	7 years / 200,000 miles
Light Duty Transit Vehicle	5 years / 100,000 miles
<b>Alternative Fuels and Vehicles</b>	
Fueling Facilities	20 years
Vehicles	5 years / 100,000 miles
<b>Diesel Engine Retrofit</b>	New Vehicle/Equipment Useful Life -Current Years/Mileage in Operation
Service Vehicle - Light Heavy Duty Diesel	8 years / 110,000 miles
Service Vehicle - Medium Heavy Duty Diesel	8 years / 185,000 miles
Service Vehicle - Heavy Heavy Duty Diesel	10 years / 435,000 miles
Locomotive - Line Haul	10 years / 750,000 miles
Locomotive - Switcher	10 years / 750,000 miles



Diesel Engine Anti-Idle Auxiliary Heaters	5 years
Busses / Transit Vehicles	See Transit Vehicle Replacements above for New Useful Life
<b>Truck Electrification Facilities</b>	10 years
<b>Public Education and Outreach</b>	# of year(s) for proposed program
<b>Employer-based Programs</b>	# of year(s) for proposed program
<b>Transit Service Upgrades</b>	# of year(s) for proposed program
<b>Transit Facility Upgrades</b>	
New or Rehabilitated Rail Cars	20 years
New or Rehabilitated Tracks or Stations	30 years
Bus Shelters/Platforms	10 years
Amenities	2 years
<b>Operating / Modal Subsidies and Vouchers</b>	# of year(s) for proposed program
<b>Bicycle/Pedestrian</b>	
On-road / Off-road facilities	15 years
Bridge	25 years
<b>Other TCMs and Misc.</b>	Determined by Committee Review

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