CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM FOR SFY2025 WORKSHOP

May 8th, 2019
WELCOME + INTRODUCTIONS
2019 CMAQ Application Cycle Overview

Approximately $10 million available targeted for implementation in SFY 2025

NOACA announced application available at April 12th Policy and Planning and Programming meetings

Applications due by 12pm May 31, 2019
Purpose of CMAQ program

• Advance transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for:
  • Ozone (O3)
  • Carbon Monoxide (CO)
  • Particulate Matter (both PM10 and PM2.5)
Background

Goals of CMAQ Program:
• Improve Air Quality
• Relieve Congestion
2017 Statewide CMAQ Funding Cycle
  • NOACA Region: 24 projects requesting $152 M
  • Statewide: 115 projects requesting $415 M
  • $47 M in local projects funded
STATEWIDE CMAQ FUNDING

Eligible Applicants:

• Qualified government entities, including local governments, regional transit agencies, port authorities, and state agencies

• Projects may also be implemented through a Public-Private-Partnership

• Requires a public sponsor as lead agency
STATEWIDE CMAQ FUNDING

Eligible Project Costs

• Construction Projects:
  • Preliminary development,
  • Detailed design,
  • Right of way acquisition, and
  • Construction costs for infrastructure type projects
• Non-infrastructure activities and limited operating costs
STATEWIDE CMAQ FUNDING

ELIGIBLE PROJECT TYPES

• Regional Rideshare/Vanpool Programs
• Congestion Reduction, Traffic Flow Improvements & Intelligent Transportation Systems
• Transit Vehicle Replacement
• Freight/Intermodal including diesel engine retrofits
STATEWIDE CMAQ FUNDING

ELIGIBLE PROJECT TYPES

- Public Education and Outreach
- Transit Service Upgrades
- Bicycle/Pedestrian
- Alternative Fuels and Vehicles
- Employer-based programs
STATEWIDE CMAQ FUNDING

ELIGIBLE PROJECT TYPES

• Travel Demand Management
• Modal subsidies and vouchers
• Transit Facility Upgrades
• Other Transportation Control Measures
STATEWIDE CMAQ FUNDING
INELIGIBLE PROJECT TYPES

• Projects that add new capacity for single occupancy vehicles (HOV lanes are eligible)
• Bicycle and pedestrian facilities that serve a primary recreational benefit
• Routine maintenance + Rehab projects
• Light-duty vehicle scrappage programs
• Stand-alone fuel-purchasing projects
• Models and Monitors acquisition, operations, or network development
Project Evaluation Criteria

100 Total Points

1. Project Type (10):
   • Score based on Primary Project Type
   • Prioritizes project types with proven emissions reducing benefits
   • Highest scoring project types are:
     • Regional Rideshare/Vanpool Programs; Congestion Reduction, Traffic Flow Improvements and ITS; and transit vehicle replacements
Project Evaluation Criteria

100 Total Points

2. Cost Effectiveness (15);
   • Determined by NOACA Staff
   • Project’s ability to reduce emissions per CMAQ dollar invested
   • CE$/kg = (CMAQ $ Request/Useful Life)/Emissions Reduction
   • Useful Life: design life of a project (See chart in application guidance)
Project Evaluation Criteria

100 Total Points

3. Other Benefits (15):
   • Ancillary benefits beyond those of CMAQ program
   • Benefits Safety, Freight, Fixed Route Transit, Bike/Ped, and Environmental Justice Areas
   • Up to 3 points per factor
Project Evaluation Criteria

100 Total Points

4. Existing Modal Quality of Service (LOS/QOS) (15):
   • Existing level of service facility currently operating
   • Can be expressed as LOS for roadway facilities
   • Can be expressed as demand for bike/transit facilities in the absence of them
Project Evaluation Criteria

100 Total Points

5. Positive Impact on QOS/LOS (15)
   • Projected level of service facility will operate at post project

Roadway Example:

<table>
<thead>
<tr>
<th>ROAD LOS IMPACTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGH</td>
</tr>
<tr>
<td>The project will improve the LOS from F to C</td>
</tr>
<tr>
<td>MEDIUM</td>
</tr>
<tr>
<td>The project will improve the LOS from F to D or from E to C</td>
</tr>
<tr>
<td>LOW</td>
</tr>
<tr>
<td>The project will improve the LOS from F, E or D by one level or substantially reduce delay if resulting LOS remains F</td>
</tr>
</tbody>
</table>
Project Evaluation Criteria

100 Total Points

5. Positive Impact on QOS/LOS (15)
   • Projected level of service facility will operate at post project

   Bike/Ped Example:

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

100 Total Points

6. Status of Project (10):
   • Project readiness, status of project development
   • Early in the project development process with environmental studies underway will receive (2 points)
   • Projects with a completed environmental status (6 points)
   • Right-of-way cleared and complete (8 points)
Project Evaluation Criteria

100 Total Points

6. Status of Project (10):
• Project readiness, status of project development
• Non construction projects that do not require right-of-way and are ready for authorization such as a bus purchase also (8 points)
• Projects with construction plans complete (10 points)
Project Evaluation Criteria

100 Total Points

7. Non-Federal Match of Requested CMAQ Funds (10):
   - Significance of non-CMAQ funding contribution (*Points aggregate for both % and actual match $ amount*)

<table>
<thead>
<tr>
<th>Local Match %</th>
<th>Points</th>
<th>Local Match $</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 40%</td>
<td>5</td>
<td>&gt; $2.0 M</td>
<td>5</td>
</tr>
<tr>
<td>&gt;35 – 40%</td>
<td>4</td>
<td>$1.0 M - $2.0 M</td>
<td>4</td>
</tr>
<tr>
<td>&gt;30 – 35%</td>
<td>3</td>
<td>$500 K - $1.0 M</td>
<td>3</td>
</tr>
<tr>
<td>&gt;25 – 30%</td>
<td>2</td>
<td>$150 K - $500 K</td>
<td>2</td>
</tr>
<tr>
<td>&gt;20 – 25%</td>
<td>1</td>
<td>$50 K - $150 K</td>
<td>1</td>
</tr>
<tr>
<td>Up to 20%</td>
<td>0</td>
<td>$0 - $50 K</td>
<td>0</td>
</tr>
</tbody>
</table>
Project Evaluation Criteria

100 Total Points

7. Non-Federal Match of Requested CMAQ Funds (10):

Example: Total Project Cost is $2M; Local Match Committed is $550k (27.5%)

• The applicant would receive 2 points for a 27.5% match;
• and 3 additional points for a $550k match;
• Resulting in a total of 5 points for the Non-Federal Match.
100 Total Points

8. Regional Priority (10):
  • MPO priority points given up to four project submittals at 10,7,4, and 2
  • NOACA staff will review all applications against regional planning initiatives (Long Range Plan, Bike Plan, TLCI studies, regional plans, etc.)
  • Board of Directors determines regional priority
Project Evaluation Criteria

100 Total Points

9. Past Project Delivery (-10):
   • Past delivery performance of the project sponsor
   • CMAQ dollars programmed in FY15 or later
   • One project delayed one year (-5 points)
   • Two or more projects delayed one year (-10 points)
   • One or more projects cancelled (-10 points)
   • Exceptions may be granted if beyond applicant control
Technical Guidance – Congestion Mitigation

Cost Effectiveness for your project (15 pts):

- **Corridor Studies** (Preferred study type)
  - Before/After Delay
  - Before/After # of Stops
  - Before/After travel time
  - Before/After fuel consumed
  - Before/After emissions

<table>
<thead>
<tr>
<th>MD Peak</th>
<th>Existing</th>
<th>Proposed</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Delay (hr)</td>
<td>235</td>
<td>175</td>
<td>-25.5%</td>
</tr>
<tr>
<td>Total Stops</td>
<td>15,562</td>
<td>14,093</td>
<td>-9.4%</td>
</tr>
<tr>
<td>Total Travel Time (hr)</td>
<td>469</td>
<td>409</td>
<td>-12.8%</td>
</tr>
<tr>
<td>Fuel Consumed (gal)</td>
<td>593</td>
<td>538</td>
<td>-9.3%</td>
</tr>
</tbody>
</table>
Cost Effectiveness for your project (Continued; 15 pts):

• Intersection Capacity Study (Preferred study type)
  • Before/After Intersection Level Of Service (LOS)
• Signal Warrant Analysis is typically insufficient for calculating emissions
• Is the Signal Project Cost Effective?
Projects currently operating at LOS C or better will not receive any points for “Existing LOS” (15 pts)

Projects scores for “Proposed LOS” (15 pts)
- HIGH: Improve LOS from F to C
- MEDIUM: Improve LOS F to D, or E to C
- LOW: Improve F, E, or D by one level, or substantially reduce F
- ZERO: Projects currently operating at C or better
“Existing QOS/LOS” (15 pts)

- Need to demonstrate high transportation demand for the proposed facility
  - Goat paths
  - NOACA Potential Bikeway Demand Score
  - ODOT’s existing Bike QOS/LOS Score, and/or NOACA’s Bikeway Suitability Score
  - Other creative means of demonstrating demand, combined with lack of adequate bike/ped infrastructure
Technical Guidance – Bike/Ped

Projects scores for “Positive Impact LOS/QOS” (15 pts)

• Projects must primarily serve a transportation purpose
• Primarily recreational facilities ineligible
• Completing final pieces of significant regional route
• Using HCS or other methodology to estimate Bike/Ped LOS/QOS

Is the bike/ped project cost effective?
Application Checklist:

- Completed Application Form
- Enabling Resolution/Legislation (attached)
- Certified Engineer’s Estimate (attached)
- Project description, including maps and illustrations (attached)
- Signature provided by entity representative with execution authority
- Traffic Study - Only to be attached if roadway or traffic signal improvements requested
APPLICATION TIPS

• If your CMAQ application is part of a larger project:
  • Only include CMAQ eligible components allowable for request
  • Non-CMAQ eligible components must be funded with other secured funds
  • An Itemized engineer’s estimate for all project components must be submitted with application
  • A Cash match ONLY directly applied to the CMAQ portion of the project; previously incurred costs or non-eligible/locally funded components are NOT eligible match sources
APPLICATION TIPS

• Consider your total local match and its impact on your project score
• Provide appropriate documentation/data for LOS and QOS improvements
• Be realistic when filling out expected milestone dates
• When in doubt, contact NOACA staff
## STATEWIDE CMAQ FUNDING PROGRAM TIMELINE

<table>
<thead>
<tr>
<th>DATE</th>
<th>ACTIVITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 15, 2019</td>
<td>Project Solicitation Begins</td>
</tr>
<tr>
<td>May 8, 2019</td>
<td>CMAQ Applicant Workshop @ NOACA</td>
</tr>
<tr>
<td>May 31, 2019</td>
<td>Applications Due to NOACA by 12pm</td>
</tr>
<tr>
<td></td>
<td><strong>NOACA and Statewide Committee Review</strong></td>
</tr>
<tr>
<td>June 21, 2019</td>
<td>Air Quality and Transportation Subcommittees review and input</td>
</tr>
<tr>
<td>July 12, 2019</td>
<td>Planning and Programming Committee Recommendation of Priority Projects</td>
</tr>
<tr>
<td>September 13, 2019</td>
<td>Board Action on Priority Projects</td>
</tr>
<tr>
<td>Autumn 2019</td>
<td>Statewide CMAQ Committee Evaluation and Project Funding Recommendation</td>
</tr>
</tbody>
</table>
STATEWIDE CMAQ FUNDING
RESOURCES

FHWA CMAQ Website:
https://www.fhwa.dot.gov/environment/air_quality/cmaq/

NOACA Program application and guidance can be found at:
noaca.org/CMAQ

NOACA Staff Contact:
Jim Thompson
Jthompson@mpo.noaca.org
216.241.2414 x 275
2019 CMAQ PROGRAM FOR SFY 2025

Questions?
FOR MORE INFORMATION:

www.noaca.org
NOACA will **STRENGTHEN** regional cohesion, **PRESEVRVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.