

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ) AND CARBON REDUCTION PROGRAM (CRP)



September
2023

Call for Projects Application Packet



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Application Deadline: November 3, 2023

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Congestion Mitigation and Air Quality Program (CMAQ) and Carbon Reduction Program (CRP)

Call for Projects

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I. INTRODUCTION

The purpose of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program is to fund transportation projects or programs that will contribute to attainment of maintenance of national ambient air quality standards (NAAQS). Funding can be expended on projects to reduce ozone precursor emissions, (including nitrogen oxides (NOx) and volatile organic compounds (VOC), carbon monoxide (CO), and particulate matter (PM) emissions or PM precursor emissions from transportation. This program will also assist in meeting the intent of SB 375, also known as the Sustainable Communities and Climate Protection Act of 2008.

The Madera County Transportation Commission, acting in its role as a Metropolitan Planning Organization (MPO), is in the process of programming the future Federal transportation revenues that will come to the Madera Region. CMAQ funds are reimbursable Federal aid funds, subject to the requirements of Title 23, United States Code. Eligible costs for funds include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity. Approximately \$8.9 million in CMAQ Apportionment (funding) is available for the CMAQ Call for Projects (FFY 2024/25 – FFY 2027/28).

The Carbon Reduction Program (CRP) is a federal funding program created through the Infrastructure Investment and Jobs Act (IIJA). CRP was created to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Project eligibility is essentially identical to the CMAQ program, including the provisions that projects do not involve the construction of new capacity.

For all applications for the CRP program, all requirements of the CMAQ applications apply. All projects must also be submitted to Caltrans for formal review prior to

programming. Following review of projects, MCTC will provide the projects recommended by the CMAQ Committee to Caltrans.

MCTC will include a list of contingency projects for CMAQ and CRP, ranked in priority order based on the project's evaluation score. MCTC intends to fund projects on the contingency list should there be cost savings or if a project is deleted. Projects on the contingency list may also be funded using available apportionment to ensure project delivery and regional needs of the current FFY are met. This contingency list will be in effect only until the adoption of the next programming cycle.

A. Schedule

The tentative schedule for the MCTC CMAQ/CRP Call for Projects and related Federal Transportation Improvement Programming (FTIP) and Air Quality Conformity process are as follows:

September 1, 2023	Release of CMAQ/CRP Call for Projects
November 3, 2023	CMAQ/CRP Project Submittals Due
February 2024	Anticipated MCTC Board Adoption of Projects
December 16, 2024	Anticipated FHWA/FTA Approval of 2025 FTIP

II. CMAQ PROGRAM FUNDING AVAILABILITY

The table below indicates the funding levels available under the CMAQ Program. The MCTC CMAQ Program requires total apportionment to be available to local government agencies/districts/jurisdictions and public/private partnerships in the Madera County Region through a competitive program. **Completed applications for eligible projects under the CMAQ Program as outlined in this Application Packet must be received by MCTC no later than 3:00 p.m., Friday, November 3, 2023. Applications must include emission reduction calculations and signed resolutions. Late applications will not be accepted under any circumstances.** Approximately \$8.9 million in CMAQ funding is available for the September 2023 Call for Projects.

	FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28	Total
Total Available this Cycle	\$2,199,909	\$2,243,907	\$2,243,907	\$2,243,907	\$8,931,630

III. CRP FUNDING AVAILABILITY

The table below indicates the funding levels available under the CRP. The CRP is a federal funding program created through the Infrastructure Investment and Jobs Act (IIJA). The CRP was created to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Project eligibility is essentially identical to the CMAQ program, including the provisions that projects do not involve the construction of new capacity increasing projects. **Completed applications for eligible projects under the CRP as outlined in this Application Packet must be received by MCTC no later than 3:00 p.m., Friday, November 3, 2023. For all applications for the CRP program, all requirements of the CMAQ applications apply. All projects must also be submitted to Caltrans for formal review prior to programming. Following review of projects, MCTC will provide the projects recommended by the CMAQ Committee to Caltrans. Late applications will not be accepted under any circumstances.** The State has released a total of \$559,290 in CRP funding (as of 4/15/23) that are included as part of the September 2023 Call for Projects.

	FFY 2022	FY 2023	FFY 2024	FFY 2025	Total
Total Available this Cycle	\$276,876	\$282,414	TBD	TBD	\$559,290

IV. PROJECT DELIVERY

AB 1012 requires that both State and Federal funds be used in a “timely” manner. To avoid losing any Federal or State funds to our Region, the “use it or lose it” requirements of AB 1012 place local governmental agencies in a position where they must be able to deliver their projects on time. That is, they must be able to meet their project delivery schedules as proposed and as programmed within the Federal Transportation Improvement Program (FTIP). All CMAQ projects must be fully obligated (PE, ROW, CON) within three (3) years of being programmed in an FTIP. **If an agency does not meet the project delivery deadlines, the MCTC Board may terminate the agency’s project and reprogram the CMAQ and CRP funds as deemed necessary.** A one-time, one-year extension of the project may be granted under extraordinary circumstances at the discretion of the MCTC Executive Director, if allowed by the funding source.

CRP Project Deadlines – Per Project Appropriation Year

Federal Fiscal Year	2022	2023	2024	2025	2026
Obligation (E76) Deadline ¹	09/30/2025	9/30/2026	TBD	TBD	TBD
Expenditure Deadline	9/30/2030	9/30/2031	TBD	TBD	TBD

¹Deadline to obligate (E76) is three Federal Fiscal Years after the FFY the funds were apportioned. (REF: Carbon Reduction Program Implementation Guidance, FHWA, p. 10, April 2022.)

All applicants must have a current Local Agency Code, or “Locode”. This is a unique numeric 4-digit agency identifier that is needed for processing of agreements (including CMAQ) and other respective local agency requests through Caltrans Local Assistance. It is the responsibility of the applicant to obtain a Locode prior to the submission of a CMAQ application.

MCTC will not sponsor or co-sponsor any CMAQ Projects. Preparation and submission of applications and emission reduction calculations are the responsibility of the project proponent.

V. ELIGIBLE PROJECTS

The guidance for project eligibility is based on FHWA’s Congestion Mitigation and Air Quality (CMAQ) Improvement Program Guidance. A copy of the guidance document and updated information may be found on the Federal Highway Administration’s (FHWA) website: [FHWA CMAQ Policy and Guidance](#).

All projects and programs eligible for CMAQ funds must come from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (FTIP) and be consistent with the Transportation Conformity Rule. Projects must be included in an FTIP, or statewide transportation improvement projects developed by

MPOs or States respectively, under the metropolitan or State planning regulations. Projects also need to complete the National Environmental Policy Act (NEPA) requirements and meet basic eligibility requirements for funding under titles 23 and 49 of the United States Code. Projects must comply with the Americans with Disabilities Act (ADA) requirement and provisions of Buy America.

Project applicant is either a public agency, i.e., city, county, special district, Caltrans, transit operator, transit authority, or a non-profit agency with the sponsorship of a public agency. Successful applicants, or their sponsors, must have executed a master agreement with Caltrans or be a Federal Transit Administration (FTA) eligible grant applicant, or have an agreement with such an eligible agency to sponsor the project.

Capital Investment

CMAQ funds may be used to establish new or expanded transportation projects or programs that reduce emissions, including capital investments in transportation infrastructure, congestion relief efforts, or other capital projects.

Operating Assistance

Federal legislation made an important change to the program in recognizing the importance of flexibility in the timing of financial assistance, the three years of operating assistance allowable under the CMAQ Program may now be spread over a longer period, for a total of up to five sequential years of support. At the end of the five-year period, operating costs would have to be maintained with non-CMAQ funding.

There are several general conditions that must be met for operating assistance to be eligible under the CMAQ Program:

- Operating assistance is limited to new transit, commuter and intercity passenger rail services, intermodal facilities, travel demand management strategies, including traffic operation centers, inspection and maintenance programs, and the incremental cost of expanding these services.
- In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds for operating assistance, as these projects no longer represent additional, net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the States. Since facility maintenance is similar to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or even perpetual support.

- Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance.
- When CMAQ funds are used for operating assistance, non-Federal share requirements still apply.
- With the focus on start-up and recognizing the importance of flexibility in the timing of financial assistance, the 3 years of operating assistance allowable under the CMAQ Program may now be spread over a longer period, for a total of up to 5 sequential years of support. Grantees who propose to use CMAQ funding for operating support may spread the third-year amount (an amount not to exceed the greater of year 1 or 2) across an additional two years (i.e., years 4 and 5). This will provide an incremental, taper-down approach, while other funding is used for a higher proportion of the operating costs as needed. At the conclusion of the 5-year period, operating costs would have to be maintained with non-CMAQ funding. It is anticipated that this may apply to years 1 and/or 2 and are established at the discretion of the State or local sponsor.

Except as noted in this paragraph, activities that already have received 3 years of operating support under prior reauthorizations of the CMAQ Program are not considered to be in a start-up phase and are not eligible for the expanded assistance period.

- Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

Emission Reductions Required

Air quality improvements are defined by several distinct terms in 23 U.S.C. §149. These terms include contribution to attainment, reduction in pollution, air quality benefits, and others. For purposes of this guidance, the FHWA uses emission reduction to represent this group of terms. CMAQ-invested projects or programs must reduce CO, ozone precursor, PM 2.5, or PM 2.5 precursor emissions from transportation. These reductions must contribute to the area's overall clean air strategy and can be demonstrated by the assessment that is required under this guidance. States and MPOs also may consider the ancillary benefits of eligible projects, including greenhouse gas reductions, congestion relief, safety, or other elements, when programming CMAQ funds, though such benefits do not alone establish eligibility.

Planning and Project Development

Activities in support of eligible projects also may be appropriate for CMAQ investments. Studies that are part of the project development pipeline (e.g.,

preliminary engineering) under the National Environmental Policy Act (NEPA) are eligible for CMAQ support, as are FTA's Alternative Analyses. General studies that fall outside specific project development do not qualify for CMAQ funding. Examples of such efforts include major investment studies, commuter preference studies, modal market polls or surveys, transit master plans, and others. These activities are eligible for Federal planning funds, not CMAQ funds.

Projects Not Eligible for CMAQ Funding

- No vehicle projects will be allowed during this call for projects that may require a Buy America Waiver. FHWA has indicated that Buy America Waivers will not be issued at any time in the foreseeable future due to the current policies of the Federal administration. Transit vehicles that have received Buy America Waivers or are not subject to this Federal requirement may be eligible.
- Light-duty vehicle scrappage programs.
- Projects that add new capacity for single occupancy vehicles (SOVs) are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, 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 STP and FTA's Section 5307 program are available for such activities.
- Administrative costs of the CMAQ Program may not be defrayed with program funds, (e.g., support for State's "CMAQ Project Management Office") is not eligible.
- Projects that do not meet the specific eligibility requirements of titles 23 and 49 U.S.C. are ineligible for CMAQ funds.
- Stand-alone projects to purchase fuel.

A. Example Project Types

1. Transit Improvements

- New transit facilities if they are associated with new or enhanced transit service.

- Acquisition of new transit vehicles (transit bus) to expand the fleet (Only vehicles that do not require a Buy America Waiver).
- Replacement of existing transit vehicles.
- Operating assistance to support new transit services (maximum of 5 years).
- Subsidies for regular transit fares, but only if the reduced or free fare is part of an overall program for preventing exceedances of an air quality standard during periods of high pollutant levels.

2. Cleaner Fuel Technologies

- Establishment of on-site fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles.

3. Traffic Flow Improvements

- Projects to develop, establish, and implement the congestion management system for both highway and transit facilities.
- Traffic signal intersection modernization, coordination or synchronization projects designed to improve traffic flow within a corridor or throughout an area.
- Operating expenses that can be shown to: (1) have air quality benefits, (2) result from new or additional services, and (3) not displace previous funding mechanisms, such as fares or fees for services (maximum 5 years).

5. Pedestrian/Bicycle Projects

- Construction of bicycle and pedestrian facilities.
- Non-construction projects related to safe bicycle use.

6. PM 2.5 Reduction

- Paving unpaved roads, paving/stabilizing shoulders, and other particulate matter reduction projects.

7. Miscellaneous

- Travel demand management, including activities ranging from carpool and vanpool programs to parking management and road pricing measures.

- Outreach activities such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities relating to promoting non-SOV travel.
- Marketing programs to increase use of transportation alternatives to SOV travel and public education campaigns involving linkage between transportation and air quality.
- Carpool and vanpool programs include computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs and meet Clean Air Act requirements.
- New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc.
- Planning and technical and feasibility studies, training, coordination, marketing, and promotion of telecommuting.
- Intermodal freight facilities.
- Project development activities that lead to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or project planning studies.
- Advanced truck stop electrification and idle reduction technology projects.

Descriptions of eligible projects may be found on [FHWA's website](#).

Cost-Effectiveness

The most cost-effective projects are those projects that meet the \$45 per pound (\$90,000 per ton) cost-effectiveness threshold. Project cost-effectiveness may be determined using the following methods:

- California Air Resources Board's (ARB) Air Quality Cost-Effectiveness Calculations Methodology that may be found on their website: [CARB Calculation Methodology](#).
- FHWA CMAQ Emissions Calculator Toolkit on the [FHWA Website](#).
- Calculation spreadsheets based on ARB methodologies are located on [MCTC's Website](#).

Buy America

Buy America provisions ensure that transportation infrastructure projects are built with American-made products. That means that U.S. Department of Transportation investments are able to support an entire supply chain of American companies and

their employees. **Applications that require Buy America Waivers will not be accepted at this time.**

If your project is selected, you must work directly with Caltrans Local Assistance to ensure that all provisions of Buy America are met.

Carbon Reduction Program

This cycle, projects for the Carbon Reduction Program (CRP) funds will be selected following the CMAQ Policy and Procedure. The State is developing a Carbon Reduction Strategy with three pillars:

1. Rail and Transit
2. Bike and Pedestrian
3. BEV. BEV still needs to be clarified as Battery Electric Vehicle or possibly ZEV or Zero Emission Vehicle. This information is expected to be posted to the Caltrans Carbon Reduction Program website [Caltrans CRP](#). All pillars are eligible activities under the CMAQ/CRP Call for Projects. As more CRP information is made available, MCTC will post updates at: [CMAQ Information Page](#)

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to – [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

- A project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems; (Priority – II)
- A public transportation project eligible under 23 U.S.C. 142; (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3)); (Priority – I)
- A transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation; (Priority – I)
- A project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies; (Priority – II)
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to. infrastructure communications equipment; (Priority – II)
- A project to replace street lighting and traffic control devices with energy-efficient alternatives; (Priority – II)
- Development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d); (Priority – I)
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes,

- increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs; (Priority – I)
- Efforts to reduce the environmental and community impacts of freight movement; (Priority – I)
 - A project that supports deployment of alternative fuel vehicles, including–
 - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, vehicle fueling infrastructure; and (Priority – II)
 - Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities; (Priority – II)
 - A project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit; (Priority – II)
 - Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)] (Priority – II)
 - A project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and (Priority – II)
 - Sustainable pavements and construction materials. Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency’s typical pavement-related practices. (Priority – I)
 - Climate Uses of Highway Right-of-Way Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example,
 - renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. (Priority – I)
 - And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance provides information on these practices. (Priority – II)
 - Mode Shift Projects that maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. (Priority – I)
 - Projects that
 - separate motor vehicles from pedestrians and bicyclists, (Priority – I)
 - match vehicle speeds to the built environment, (Priority – II)
 - increase visibility (e.g., lighting), (Priority – II)
 - and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. (Priority – II)
 - Micromobility and electric bike projects, including charging infrastructure, may also be eligible. (Priority – II)

VI. CMAQ SCORING CRITERIA

A. Cost-Effectiveness Policy

All eight of the San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted policies for distributing at least 20% of the CMAQ funds to projects that meet a cost-effectiveness threshold for emission reductions.

The policies indicate that prior allocation of CMAQ funds with RTP/FTIP updates to the SJV MPOs in consultation with the interagency consultation (IAC) partners will develop the cost-effectiveness threshold. The threshold is \$45 per pound (\$90,000 per ton).

Federal legislation requires PM 2.5 nonattainment or maintenance areas must use at least 25% of CMAQ funds for projects that have PM 2.5 emission reductions. During the scoring committee process, projects identified as cost-effective are scored and selected first. Those selected projects will be further identified as PM 2.5 projects or not. Those projects will be tallied to see if the 25% PM 2.5 commitment has been met. If more projects are needed to fulfill the PM 2.5 commitment, they will be prioritized until the full commitment is met.

Methodology

Cost-effectiveness for CMAQ projects should be expressed as dollars spent per pound of pollutant reduced (VOC + NO_x + PM). CO emissions are not included in the formula. CO is several orders of magnitude larger than ozone precursors and overwhelms cost-effectiveness ratios unless CO emission reductions are scaled back significantly, typically by a factor of seven.

The funding dollars are amortized over the expected project life using a discount rate. The amortization formula yields a capital recovery factor, which, when multiplied by the funding, gives the annual funding for the project over its expected lifetime. Cost-effectiveness is determined by dividing annualized funds by annual emission reductions (VOC + NO_x + PM).

Example Formula

Cost-Effectiveness = (Capital Recovery Factor * CMAQ funding) / (VOC + NO_x + PM) dollars/pound

B. CMAQ Scoring Criteria Description

General Intent: The CMAQ Program provides funding for transportation projects or programs that will reduce transportation-related emissions. The MCTC CMAQ Program is aimed toward providing transportation projects that will improve our air quality. Major emphasis is placed upon projects that support alternative modes of transportation, provide congestion relief measures, provide low-polluting transit vehicles, and provide new technologies/improvements geared toward providing a more efficient and safer transportation system. In choosing to fund CMAQ projects, MCTC can improve air quality and make progress toward achieving attainment status and ensuring compliance with the transportation conformity provisions of the Clean Air Act. Additionally, the reduction of greenhouse gas emissions is a priority.

Maximum 5 Points	Trip Reduction
	Project reduces vehicle trips and/or vehicle miles traveled.
Maximum 5 Points	Congestion Relief
	Has impact on congestion and increases service capacity and/or reliability.
Maximum 20 Points	Air Quality Emission Reduction
	Incorporates transportation control measures and/or reduces air pollution emissions of organic compounds, oxides of nitrogen and/or particulate matter.
Maximum 40 Points	Cost Benefit Ratio
	Quantified annual air emissions reduction (pounds per year) divided by annualized project cost.
Maximum 10 Points	PM 2.5 Reduction
	Achieves a quantifiable PM 2.5 reduction.
Maximum 5 Point	Disadvantaged Community
	Project is located in an identified Disadvantaged Community per the most currently available CalEnviroScreen or utilizing Justice40 's environmental burden indicator for disadvantaged communities.
Maximum 10 Points	Active Transportation Plan
	Project is identified in the Madera Region Active Transportation Plan.
Maximum 5 Point	Safety
	Project is located in priority locations identified in a data-driven analysis/plan such as Local Safety Plan, SSAR, etc.
100	TOTAL POINTS AVAILABLE

Note: Each category cannot exceed the amount assigned.

The nature of this program and associated scoring criteria is consistent with the intent of SB 375, also known as the Sustainable Communities and Climate Protection Act of 2008.

TRIP REDUCTION

5-point range

TRANSIT - ROADS - BICYCLE/PEDESTRIAN:

Highest reduction in VMT/emission reductions will rank highest and receive more points.

Significantly reduces vehicle trips and VMT.

Reduces vehicle trips and VMT somewhat.

Does not reduce vehicle trips or VMT.

Increases vehicle trips and VMT. [Project is not eligible for funding].

CONGESTION RELIEF

5-point range

TRANSIT

High impact. Significantly reduces transit vehicle crowding, increases service capacity significantly, Transportation Control Measure, increases service reliability significantly. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers. Reduces travel time.

Medium impact. Increases service reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers.

Low impact. Increases passenger comfort or convenience, bike racks.

ROADS

High impact. Transportation Control Measure, signal coordination of multiple (>3) signals, gap closure projects, Traffic Operations System, left turn pockets, other intersection improvements, and traffic flow improvements.

Medium impact. HOV lanes, auxiliary lanes, signal coordination, park-and-ride lots.

Low impact. New signals where none currently exist and is warranted by volume or delay, ramp metering with HOV bypasses (when shown not to adversely affect surface streets).

BICYCLE/PEDESTRIAN

High impact. Transportation Control Measure, facility that will primarily serve commuters and/or school sites, sidewalks where none exist. Projects on the priority list in the Madera ATP will receive higher points.

Medium impact. Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

Low impact. Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage.

AIR POLLUTANT EMISSIONS REDUCTION

20-point range

Projects will be evaluated on a relative basis; (i.e., how they compare to each other) based on the submitted air pollutant reductions and cost effectiveness analysis.

Reduces emissions of volatile organic compounds, oxides of nitrogen, and/or particulate matter. Greenhouse gas emissions are a priority.

Projects will be evaluated on a relative basis, i.e., how they compare to each other. Highest emission reductions will rank highest and receive more points.

Increases air pollution emissions. [Project is not eligible for funding]

COST-EFFECTIVENESS

40-point range

Project cost-effectiveness is determined by the California Air Resources Board (ARB) Air Quality Cost-Effectiveness Calculations Methodology.

Projects that achieve emission reductions of \$45 per pound or lower will receive 50 points. Projects will be evaluated on a relative basis, i.e., how they compare to each other. Highest emission reductions will rank highest and receive more points.

PM 2.5 REDUCTION

10-point range

Projects must achieve a quantifiable PM 2.5 emission reduction.

Projects will be evaluated on a relative basis, i.e., how they compare to each other. Highest emission reductions will rank highest and receive more points.

DISADVANTAGED COMMUNITY

5-point range

Project is located in a designated Disadvantaged Community per the most current [CalEnviroScreen](#). Points will be based on the Overall Characteristics and will be awarded in 0.25 increments, with the highest number of points awarded in the 91%-100% percentile (1).

Project is located in a designated Disadvantaged census tract using the Environmental burden analysis per [Justice40](#) website. Points will be based on the Overall Characteristics and will be awarded in 0.25 increments, with the highest number of points awarded in the 91%-100% percentile (1).

PROJECT in MCTC ATP

10-point range

Project is identified in the MCTC Active Transportation Plan (ATP). Points will be awarded in 0.25 increments, with the highest number of points awarded to those listed as a priority in the ATP.

SAFETY

5-point range

Project is located in priority locations identified in a data-driven analysis/plan such as Local Safety Plan, Systemic Safety Analysis Report, funded by Highway Safety Improvement Program dollars or other funding sources that implement the Safe Systems approach addressing the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes, etc.

Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source, per CRP implementing Guidance.

12. **ROW Acquisition Date** Please identify the anticipated right-of-way acquisition date if applicable.

13. **Project Delivery** Please program the specific work phase and dollar amount into the appropriate Fiscal Year. **Use a 3.5% per annum escalation rate.**
(Example: If 2024/25 estimate = \$1,000, 2025/26 cost = \$1,035.00 and 2026/27 cost = \$1071.00)

B. Sample Council/Board Resolution Supporting Delivery Schedule

Approval of AB 1012 requires that both State and Federal funds be used in a “timely” manner. To avoid losing any Federal or State funds to our Region, the “use it or lose it” requirements of AB 1012 place local governmental agencies in a position where they must be able to deliver their projects on time. That is, they must be able to meet their project delivery schedules as proposed and as programmed within the Federal Transportation Improvement Program (FTIP).

If an agency does not meet the project delivery deadlines, the MCTC Board may terminate the agency’s project and reprogram the CMAQ funds as deemed necessary. A one-time, one year extension of the project may be granted under extraordinary circumstances at the discretion of the MCTC Executive Director.

Given AB 1012 requirements, MCTC believes that each agency must be able to ensure that their project(s) can be delivered timely. Therefore, **each application must be accompanied by a formal Council/Board/District Resolution stating that each project will meet project delivery schedules and that staff be directed to ensure that projects are delivered timely. (The Resolution must be prepared and received by MCTC prior to the submittal deadline of November 3, 2023).** The attached “Sample” Resolution has been prepared as a guide for helping prepare the required resolution(s). Do not change the terms or conditions in the Sample Resolution.

Please note: Each Council/Board/District Resolution needs to contain a list of the projects being submitted for potential CMAQ and CRP funding. It is anticipated that the CMAQ projects will be Programmed in the 2025 FTIP, with Federal approval in December 2024. However, some CMAQ/CRP projects may be amended into the 2023 FTIP if the applicant has the ability to advance the project. A contingency list of projects for CMAQ and CRP will be established in the event that funded projects are removed or if additional funding becomes available.

C. Emission Reductions and Cost-Effectiveness Methodologies

The California Air Resources Board (ARB) publication Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, 2005 and the associated cost-effectiveness calculation worksheets can be obtained by downloading the database files from the [ARB Website](#). Additionally, project cost-effectiveness may be determined using the following methods:

- FHWA CMAQ Emissions Calculator Toolkit on the [FHWA Website](#).
- Calculation spreadsheets based on ARB methodologies are located on [MCTC's Website](#).

D. CMAQ Program Scoring Committee Representatives

- Madera County Transportation Commission (2)
- Caltrans (1)
- City of Madera (1)
- City of Chowchilla (1)
- County of Madera (1)

E. Contact Information

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