

Indiana
Congestion Mitigation/Air Quality (CMAQ) Program
Revised September, 2015

for



Introduction

Ohio- Kentucky-Indiana Regional Council of Governments (OKI) receives Congestion Mitigation and Air Quality (CMAQ) funds from the Indiana Department of Transportation in Indiana (INDOT) for the purpose of distributing those funds to eligible projects in the non-attainment portion of Dearborn County. This document provides information about the process used by OKI to evaluate and prioritize CMAQ projects for funding. This packet includes the application and guidance for applicants.

This document is divided into four sections:

Prioritization Process – the formal description of the OKI Board-adopted procedure

Background and Purpose – as established in federal law and OKI's Metropolitan Transportation Plan

Program Policies and Guidelines for Applicants – explanation of overall process details

Project Evaluation Criteria – the listing of factors, measures and points

The Application Form, to be used by the applicant in providing pertinent information on the project, is attached at the end of this document.

PRIORITIZATION PROCESS

OKI receives a sub-allocation of federal Congestion Mitigation/Air Quality (CMAQ) funds that include a proportional sub-allocation (ceiling) of the State Departments of Transportation's authority in Indiana to obligate these funds. The OKI Board of Directors has established the following process for soliciting, reviewing and ranking highway, transit and non-highway freight projects funded with OKI-allocated CMAQ funds. A separate process is used for OKI-allocated Surface Transportation Program (STP) and Transportation Alternatives (TA) funds. The Prioritization Subcommittee, a subcommittee of the OKI Intermodal Coordinating Committee (ICC), reviews and revises the scoring process for STP, TA and CMAQ applications on an "as needed" basis.

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 (back?) into nonattainment. Additionally, the current federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) puts an increased focus on addressing PM_{2.5}.

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 the OKI Regional Transportation Plan.

PROGRAM POLICIES AND GUIDELINES

The policies and guidelines will be applied to each highway project requesting OKI-allocated CMAQ funding.

1. Eligibility

- a. Federal CMAQ Eligible Activity – Must be an eligible project type as shown in Appendix A
- b. Regional Transportation Plan – All projects implemented with federal funds must be included in or be consistent with the applicable MPO (OKI) approved Regional Transportation Plan.
- c. 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.
- d. Project Location – Projects must be located in an U.S. EPA designated air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), or particulate matter (PM₁₀, PM_{2.5}). SEE APPENDIX C MAP.
- e. Air Quality Benefit – Projects must have demonstrated potential for the reduction of the emission of air pollutants.

2. Submitting Projects for Funding –OKI will continue to conduct and “open until expended” CMAQ program because of the limited geography and eligible applicants for the program. OKI staff will closely communicate and coordinate with jurisdictions to identify potential projects.

3. Public-Private-Partnerships - Projects may also be advanced and implemented through a Public-Private-Partnership (PPP), as defined in Section VII.C of the FHWA most current 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 INDOT for purposes of the Federal Project Agreement.

4. Project phases - Preliminary Engineering (PE), Right-of-Way (ROW), and Construction (CON) phases are eligible for funding. However, to expedite the process OKI encourages sponsors to finance and develop preliminary engineering and detailed design phases with local funds. OKI also encourage the use of local funds for ROW. 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. Applicants who receive funding through OKI should begin the Preliminary Engineering (PE) phase immediately (if not already completed) so that ROW, CE and

CON phases are ready in their targeted year. In special situations where PE cannot begin immediately (i.e. completion of an MIS) other arrangements may be made through discussion with OKI.

5. Federal Participation - 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. The standard local match requirement for each phase is 20%. Applicants may commit a higher percentage to gain additional points in the adopted prioritization process. 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.
6. Certified Cost Estimate - Applicants must provide a certified or otherwise official cost estimate for each project request.
7. Project Programming– Project sponsors must initiate the programming process with INDOT within 60 days of notification of approved funding for the project by OKI. Failure to do so may result in cancellation of project.
8. Review Meetings - Project sponsors are required to attend quarterly project review meetings with the INDOT district to monitor the status of programmed projects.
9. Project Cost Increases – CMAQ projects should be continually monitored and updated 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. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. However, given that unforeseen circumstances may occur, a one-time allowance of ten (10) percent above the funding amount may be granted if OKI has sufficient funds to cover the additional amount needed. Applicants should contact OKI as soon as the additional funding is needed as this ten percent “cushion” is not guaranteed.
10. 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.

SOLICITATION AND SELECTION PROCESS

1. OKI will accept projects on an on-going basis until funds for a particular fiscal year are fully allocated. OKI's Indiana local partners are informed of the funding availability periodically.
2. If OKI receives multiple applications for eligible projects, staff will review and score each project and make recommendations to the Dearborn County leadership (i.e. County Commission, County Planning and County Engineer.
3. OKI will provide the OKI Board with information about project strengths and weaknesses as well as local priority to assist the project selection process through the Priority Subcommittee review meetings. These meetings allow for discussion of individual highway and transit projects by the subcommittee and the eventual ranking of projects funded with OKI-allocated funds. The ranking of projects is based on the OKI adopted scoring process shown below.
4. Projects are selected by the OKI Board of Directors or OKI Executive Committee.

PROJECT EVALUATION CRITERIA

Scoring Criteria for Indiana 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	20
	Medium	*
	Low	*
3. Other Benefits (Maximum Points =15)	<i>Score up to 3 points for each additional project benefit</i>	

	Improved safety			0 – 2
	Fixed Route Transit			0 – 2
	Bicycle/Pedestrian			0 – 2
	Improved freight movement			0 – 2
	Benefits environmental justice population			0 – 2
4. Existing Modal Quality of Service (LOS)	Very Low			15
	Low			10
	Medium			4
	High			0
5. Positive Impact on LOS (Maximum Points =15)	High impact			15
	Medium impact			10
	Low impact			3
	No impact			0
6. Status of Project (Maximum Points =10)	Construction plans complete			10
	Non construction activity ready for authorization			8
	ROW clear and complete			8
	Environmental document complete			6
	Environmental document underway			2
7. Non-Federal Match of Requested CMAQ Funds of the phase(s) cost (Maximum Points =10)	Above 40%	5	Greater than \$2.0 m	5
	>35 to 40%	4	\$1.0 m to \$2.0 m	4
	>30 to 35%	3	>\$500,000 to \$1.0 m	3
	>25 to 30%	2	\$150,000 to \$500,000	2
	>20 to 25%	1	\$50,000 to \$150,000	1
	Up to 20%	0	\$0 to \$50,000	0
8. History of Project Delivery By Project Sponsor in the previous 2 years	One project slipped past programmed year			-5
	Two or more projects slipped past programmed year			-10
	One or more projects cancelled			-10
Maximum Points				90

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 (VOC, NOx, and PM_{2.5}) per dollar invested (\$ per kg). The OKI will apply standard methodologies to estimate the emissions reduction and award up to 20 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. Other Benefits points will not be awarded for the primary mode/purpose (e.g. a multiuse path project will not be awarded additional other benefit points for the Bicycle/Pedestrian component of this element).

4. **The Quality of Service (QOS)** documents the existing modal service quality 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 a high level. The applicant must provide documentation and data showing how the quality of service was determined. For roadways the traditional level of service (LOS) will be the measure. For transit projects, the applicant is to provide information to assess the “quality of service” primarily with respect to peak hour load factor, or other measure that demonstrates lack of quality for which the project will provide improvement. 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 alone 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 Quality of Service (QOS)** 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 QOS IMPACTS

HIGH	MEDIUM	LOW
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 QOS IMPACTS¹

HIGH	MEDIUM	LOW
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¹ Council of Fresno County Governments, January 2006 CMAQ Call for Projects

Significantly increases service and reliability. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time. Fleet expansion will be considered high impact.	Increases service and reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers. Vehicle replacement will be considered a medium impact.	Increases passenger comfort or convenience, bike racks.
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BICYCLE and PEDESTRIAN QOS IMPACTS²

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.

FREIGHT QOS IMPACTS

HIGH	MEDIUM	LOW
Facility or equipment that will improve the movement or processing of freight by 50% above existing conditions	Facility or equipment that will improve the movement or processing of freight by 25% above existing conditions	Facility or equipment that will improve the movement or processing of freight by 15% above existing conditions

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.

² Council of Fresno County Governments, January 2006 CMAQ Call for Projects

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. **History of Project Delivery** – It is critical that projects that compete for and receive Indiana CMAQ dollars be delivered on time and within budget in order to fully realize the user benefits for Indiana 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 for circumstances beyond the control of the applicant.

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

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 OKI 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 INDOT in a request for concurrence of the use of CMAQ funds. Following INDOT's determination of concurrence, INDOT 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.

<u>Project Type</u>	<u>Useful Life</u>
Regional Rideshare / Vanpool Programs	# of year(s) for proposed program
Park and Ride Lots	12 years
Parking Structures	30 years
Congestion Reduction, Traffic Flow Improvements, ITS	
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
Freight/Intermodal Projects	
Intermodal Facilities	20 years
Travel Demand Management	# of year(s) for proposed program
Transit Vehicle Replacements	
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
Alternative Fuels and Vehicles	
Fueling Facilities	20 years
Vehicles	5 years / 100,000 miles
Diesel Engine Retrofit	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 Duty Diesel	10 years / 435,000 miles
Locomotive - Line Haul	10 years / 750,000 miles

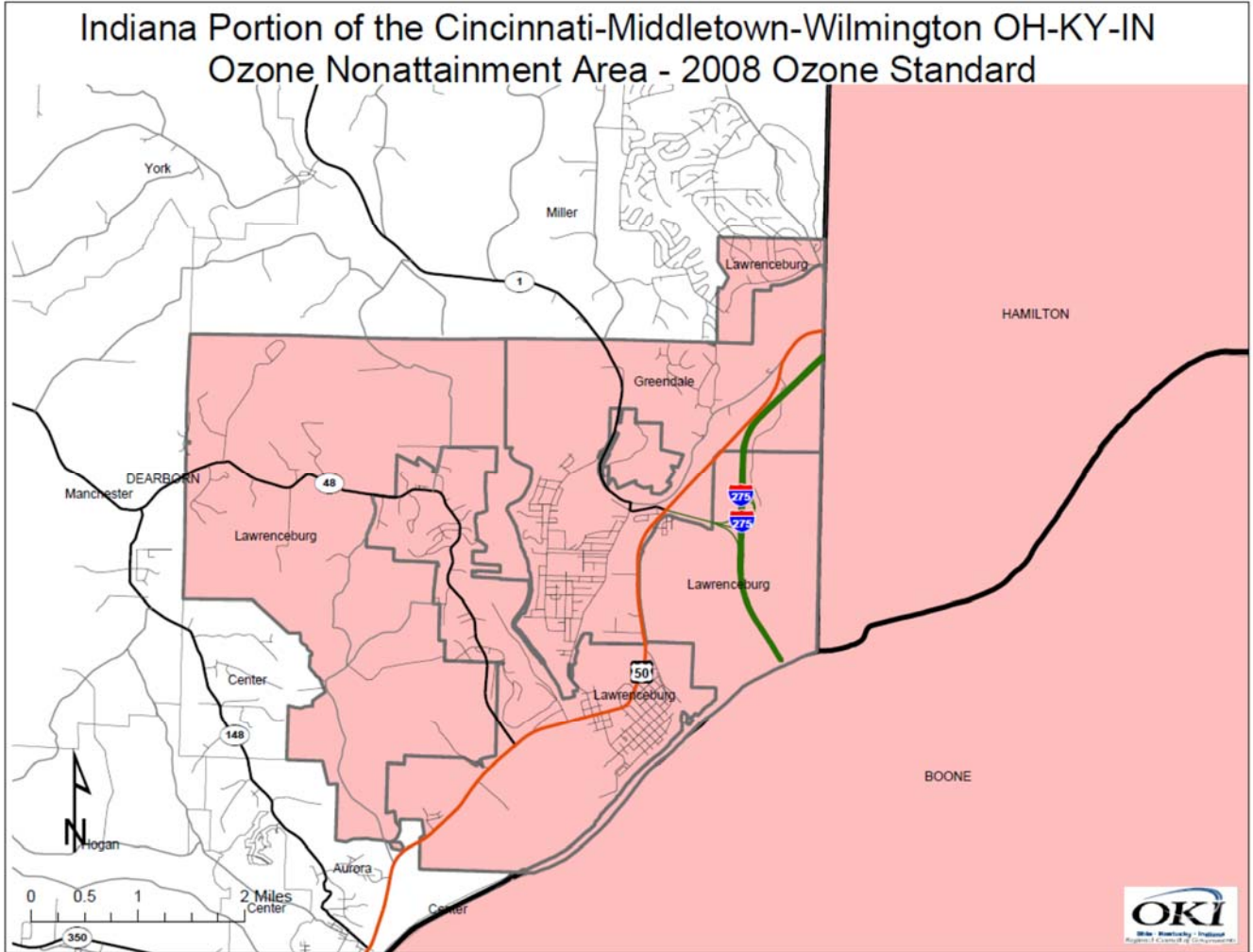
Locomotive - Switcher	10 years / 750,000 miles
Diesel Engine Anti-Idle Auxiliary Heaters	5 years
Busses / Transit Vehicles	See Transit Vehicle Replacements above for New Useful Life
Truck Electrification Facilities	10 years
Public Education and Outreach	# of year(s) for proposed program
Employer-based Programs	# of year(s) for proposed program
Transit Service Upgrades	# of year(s) for proposed program
Transit Facility Upgrades	
New or Rehabilitated Rail Cars	20 years
New or Rehabilitated Tracks or Stations	30 years
Bus Shelters/Platforms	10 years
Amenities	2 years
Operating / Modal Subsidies and Vouchers	# of year(s) for proposed program
Bicycle/Pedestrian	
On-road / Off-road facilities	15 years
Bridge	25 years
Other TCMs and Misc.	Determined by Committee Review

Sources:

1. US Department of Transportation, Federal Transit Administration, Useful Life of Transit Buses and Vans, Report No. FTA VA-26-7229-07.1, April 2007
[http://www.fta.dot.gov/documents/Useful Life of Buses Final Report 4-26-07_rv1.pdf](http://www.fta.dot.gov/documents/Useful%20Life%20of%20Buses%20Final%20Report%204-26-07_rv1.pdf)
2. The National Academies Press, Review of 21st Century Truck Partnership (2008)
http://www.nap.edu/openbook.php?record_id=12258&page=110
3. DieselNet: Emission Standards >> United States Locomotives
<http://www.dieselnets.com/standards/us/loco.php>
4. Clean Fuels Indiana contact with Fyda Freightliner, a heavy duty truck parts company
<http://www.fydafreightliner.com/Default.aspx>
5. SAFETEA-LU 1808: Congestion Mitigation and Air Quality Improvement Program Evaluation and Assessment - Phase 1 Final Report, 2008
http://www.fhwa.dot.gov/environment/air_quality/cmaq/research/safetea-lu_phase_1/

6. Costs and Emissions Impacts of CMAQ Project Types, Prepared for: US Environmental Protection Agency Office of Policy, 1999
http://www.fhwa.dot.gov/environment/air_quality/cmaq/research/cmaq_cost.cfm
7. US Department of Transportation, Federal Highway Administration, Roundabouts: An informational Guide, Publication No. FHWA-RD-00-067
<http://www.fhwa.dot.gov/publications/research/safety/00067/index.cfm>

APPENDIX C – Eligible Area Map





Congestion Mitigation and Air Quality Program

Application for OKI CMAQ Funding

General Information		
Date:		
Entity Name:		
Project Name:		
Contact Information		
Contact Name:		
Title:		
Street Address:		
City:	State: Ohio	Zip:
Phone:	Email:	

Project Information

1. 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 points based on the type of project. (Refer to the Example of Project Types Descriptions in the Guidance). Some projects may involve multiple project types; however consideration will only be given based on the primary project type.

- Congestion Reduction, Traffic Flow improvements and Intelligent Transportation Systems
- Transit Vehicle Replacement(s)
- Freight/Intermodal, including Diesel Engine Retrofits
- Public Education and Outreach
- Transit Service Upgrades
- Pedestrian / Bicycle Facilities
- Alternative Fuels and Vehicles - Non-Transit
- Employer-based Programs
- Travel Demand Management
- Modal Subsidies and Vouchers
- Transit Facility Upgrades
- Other

Below, please provide a complete and detailed description of the project and its relation to the intermodal transportation system. Describe the characteristics of the project and how it will benefit the public, with a focus on reducing congestion and/or emissions. Include location maps, elevations, and photographs, as necessary, to fully illustrate the project (limit three pages). Attach to document.

2. Emissions Reduction / Cost Effectiveness (\$/kg) This is a measure of the project's ability to reduce emissions (HC, NO_x, and PM_{2.5}) per dollar invested (\$ per kg).

To be completed by OKI Staff in coordination with project sponsor after application submittal

3. Other Benefits: Many projects have ancillary or additional benefits beyond the primary goals of the CMAQ program. Please briefly describe if and how the proposed project benefits the below factors. Please reference

sources for all data cited and describe below. Environmental Justice population descriptions and maps can be found in Chapter 16 of the [OKI 2040 Regional Transportation Plan](#).

- a. Safety:

- b. Fixed Route Transit:

- c. Bicycle / Pedestrian:

- d. Improved Freight Movement:

- e. Benefits Environmental Justice Populations:

Additional considerations:

4. Existing Modal Quality of Service (QOS): Documents the existing congestion in the project area. Points will not be awarded if the project currently operates at a high QOS. This is equivalent to highway LOS C or better. The applicant must provide documentation and data showing how the QOS was determined. For transit projects, the application is to provide information to assess the “quality 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. However, 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 **(If unsure leave blank for OKI staff)**

Very low

Low

Medium

High

Describe the Current QOS for the project:

5. Positive Project Impact to Quality of Service (QOS) : Please describe the road, transit and bicycle/pedestrian impacts based on the Low, Medium and High impacts table:

Project Type:

- Road Transit Bicycle / Pedestrian

Impact:

- High Medium Low

Briefly describe how your project impacts the QOS:

ROAD QOS IMPACTS		
HIGH	MEDIUM	LOW
The project will improve the LOS 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 QOS IMPACTS		
HIGH	MEDIUM	LOW
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, and intermodal facility accommodating major transfers.	Increases passenger comfort or convenience, bike racks.
BICYCLE AND PEDESTRIAN QOS IMPACTS		
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. Status of Project: The closer a project is to the construction/implementation phase, the more favorable consideration it will receive. Indicate the existing development status of the project:

- Construction plans are complete
- Non-construction activities are ready for authorization to advance
- Right-of-way acquisition is complete and certified by INDOT District Real Estate Administrator
- Environmental document is complete and certified by INDOT District Environmental Manager
- Preliminary development activities are underway

What is the current status of property ownership necessary to construct/implement the improvement?

Briefly describe the current phase and status of the project indicating next steps and timeframe for completion. Provide the project identification number (PID) if one exists.

7. Project Funding Breakdown and Non-Federal Match Weight: 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 or are contributing significant sums to a large project. The standard match rate for federal CMAQ funds is 20 percent (although there are exceptions); however, the applicant can gain additional consideration through overmatching in accordance with the table in item 7 of the Guidance. Each phase requesting CMAQ funds must have at least 20% non-federal match. Previous expenditures are not an allowable match. Attach a copy of a certified Engineer’s Estimate adjusted for construction year inflation.

Phase Description	State Fiscal Year	CMAQ \$ Request	CMAQ % Share	Other Federal \$ Secured	Other Federal \$ Source	Local \$ Match	Local \$ Match Source	Phase \$ Totals
Preliminary Engineering	20__	\$	0%	\$		\$		\$
Detailed Design	20__	\$	0%	\$		\$		\$
Right of Way	20__	\$	0%	\$		\$		\$
Construction	20__	\$	0%	\$		\$		\$
FUNDING TOTALS		\$		\$		\$		\$

Briefly Describe Non-Federal match sources and support documentation:

8. Past Performance: It is critical that projects that compete for and receive OKI CMAQ dollars be delivered on time and within budget. Therefore, an applicant who has accepted CMAQ dollars in SFY 2015 or later and allows the project to be delayed beyond the initial program year of obligation or cancelled will be penalized on all subsequent applications for a period of two years. Exceptions may be granted by the OKI for circumstances beyond the control of the applicant.

To be completed by OKI Staff after application submittal

Authorized Signature: The undersigned certifies: (1) he/she is authorized to request and accept financial assistance from the Ohio Kentucky Indiana Regional Council of Governments (OKI); (2) to the best of his/her knowledge and belief, all representations that are a part of this application are true and accurate; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that the chief executive officer of the sponsoring agency is aware that he/she must enter into a partnering agreement with the Ohio Department of Transportation for the roles and responsibilities necessary to ensure compliance with all federal and state regulations and requirements and provide certification of the availability and commitment of non-federal matching funds.

Signature (electronic, or print and sign)

Date

Name (type/print)

Title

Application Checklist:

- Completed Application Form**
- Certified Engineer's Estimate (attached)**
- Maps and illustrations (attached)**
- Signature provided by entity representative with execution authority**