



# CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

## GENERAL PROJECT INFORMATION

### 1 SELECT CMAQ PROJECT TYPE

STATEWIDE     REGIONAL     SUBREGIONAL

### 2 SELECT MPO/RPO(S)

<input type="checkbox"/> Burlington-Graham MPO	<input type="checkbox"/> Gaston-Cleveland-Lincoln MPO	<input type="checkbox"/> Land of Sky RPO	<input type="checkbox"/> Triangle RPO
<input type="checkbox"/> Cabarrus-Rowan MPO	<input type="checkbox"/> Greensboro MPO	<input type="checkbox"/> NW Piedmont RPO	<input type="checkbox"/> Unifour RPO
<input type="checkbox"/> Capital Area MPO	<input type="checkbox"/> Hickory MPO	<input type="checkbox"/> Rocky Mount MPO	<input type="checkbox"/> Upper Coastal Plain RPO
<input type="checkbox"/> Charlotte Regional TPO	<input type="checkbox"/> High Point MPO	<input type="checkbox"/> Rocky River RPO	<input type="checkbox"/> Winston-Salem MPO
<input type="checkbox"/> Durham-Chapel Hill-Carrboro MPO	<input type="checkbox"/> Kerr-Tar RPO	<input type="checkbox"/> Southwestern RPO	

### 3 PROJECT SPONSOR INFORMATION

Agency			
Contact Name			
Contact Title			
Address			
Telephone		Email Address	

### 4 PROJECT INFORMATION

Title	
Description	

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stake holders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

## PROJECT COSTS & DELIVERY SCHEDULE

### 5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by Federal Fiscal Years (FFY). FFY run from October 1st of the prior year through September 30th of the next year. For example, FFY 2016 runs from October 1, 2015 through September 30, 2016.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2011 Ford Escape lists for \$27,000 and a 2011 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

Check box if this project is not typical 80/20 split

Phases(s)	CMAQ Amount	Matching Amount	Total	FFY
<input type="checkbox"/> Planning, Engineering & Design				
<input type="checkbox"/> Right-of-Way				
<input type="checkbox"/> Construction				
<input type="checkbox"/> Transit Operation				
<input type="checkbox"/> Transit Implementation				
<input type="checkbox"/> Non-transit Implementation				
<b>Project Total</b>				

### 6 ANTICIPATED PROJECT MILESTONE DATES

\* Milestone dates must coordinate with funding schedule in Section 5.  
 \* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	
Plans, Specifications & Estimate package to be complete:	
Right-of-Way acquisition to begin:	
Anticipated let date (opening of bids):	
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	

**7 LIST THE SOURCE(S) OF MATCHING FUNDS:**

**8 TRANSIT START-UP INFORMATION**  
 Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. This funding is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.  
 (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

**GENERAL PROJECT INFORMATION**

**9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):**

- \* Indicates partial county AQ designation
- |                                   |                                   |                                    |                                    |                                   |                                      |        |                                 |
|-----------------------------------|-----------------------------------|------------------------------------|------------------------------------|-----------------------------------|--------------------------------------|--------|---------------------------------|
| <input type="checkbox"/> Cabarrus | <input type="checkbox"/> Davidson | <input type="checkbox"/> Edgecombe | <input type="checkbox"/> Gaston    | <input type="checkbox"/> Haywood* | <input type="checkbox"/> Lincoln     | Orange | <input type="checkbox"/> Swain* |
| <input type="checkbox"/> Catawba  | <input type="checkbox"/> Davie    | <input type="checkbox"/> Forsyth   | <input type="checkbox"/> Granville | <input type="checkbox"/> Iredell* | <input type="checkbox"/> Mecklenburg | Person | <input type="checkbox"/> Union  |
| <input type="checkbox"/> Chatham* | <input type="checkbox"/> Durham   | <input type="checkbox"/> Franklin  | <input type="checkbox"/> Guilford  | <input type="checkbox"/> Johnston | <input type="checkbox"/> Nash        | Rowan  | <input type="checkbox"/> Wake   |

**10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):**

- |   |  |
|---|--|
| <input type="checkbox"/> Transportation Control Measures        | <input type="checkbox"/> Extreme Low-Temperature Cold Start Programs   |
| <input type="checkbox"/> Alternative Fuels                      | <input type="checkbox"/> Congestion Relief & Traffic Flow Improvements |
| <input type="checkbox"/> Transit Improvements                   | <input type="checkbox"/> Bicycle/Pedestrian Facilities & Programs      |
| <input type="checkbox"/> Transportation Management Associations | <input type="checkbox"/> Carpooling & Vanpooling                       |
| <input type="checkbox"/> Freight/Intermodal                     | <input type="checkbox"/> Diesel Engine Retrofits                       |
| <input type="checkbox"/> Idle Reduction                         | <input type="checkbox"/> Training                                      |
| <input type="checkbox"/> Travel Demand Management               | <input type="checkbox"/> Public Education & Outreach Activities        |
| <input type="checkbox"/> I/M Programs                           | <input type="checkbox"/> Experimental Pilot Projects                   |

**11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):**

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity |
| <input type="checkbox"/> | Programs for improved public transit  |
| <input type="checkbox"/> | Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV   |
| <input type="checkbox"/> | Employer-based transportation management plans, including incentives  |
| <input type="checkbox"/> | Trip-reduction ordinances   |
| <input type="checkbox"/> | Traffic flow improvement programs that reduce emissions   |
| <input type="checkbox"/> | Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services   |
| <input type="checkbox"/> | Multiple-occupancy vehicle programs or transit service  |
| <input type="checkbox"/> | Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods  |
| <input type="checkbox"/> | Programs for the provision of all forms of high-occupancy, shared-ride services   |
| <input type="checkbox"/> | Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian   |

<input type="checkbox"/>	Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
<input type="checkbox"/>	Programs to control extended idling of vehicles
<input type="checkbox"/>	Reducing emissions from extreme cold-start conditions
<input type="checkbox"/>	Employer-sponsored programs to permit flexible work schedules
<input type="checkbox"/>	Public Education & Outreach Activities

**12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:**

<input type="checkbox"/>	New facilities associated with a service increase	<input type="checkbox"/>	New vehicles used to expand the transit fleet
<input type="checkbox"/>	Operating assistance for new service (limit three years)	<input type="checkbox"/>	Fare subsidies as part of program to limit exceedances of NAAQS

**13 EMISSIONS REDUCTION CRITERIA**

**QUANTITATIVE** analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• **Indicate the type of analysis completed:**  Quantitative       Qualitative

**For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:**

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)			
Volatile Organic Compounds (VOC)			
Oxides of Nitrogen (NOx)			
Particulate Matter (PM2.5)			
Carbon Dioxide equivalent (CO <sub>2</sub> e)			
<b>Total Daily Emissions (kg)</b>			

• **Describe the method used to estimate the emissions reduction and show calculations: (ATTACH ADDITIONAL SHEET(S) IF NEEDED)**

**14 MISCELLANEOUS**

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A

**15 SUPPORTING INFORMATION CHECK LIST**

**Check supporting information included as attachment(s) to this application:**

<input type="checkbox"/>	MPO/RPO Support Resolution (Required for SUBREGIONAL proposals)
<input type="checkbox"/>	Additional project description and/or details
<input type="checkbox"/>	Map of general project location
<input type="checkbox"/>	Complete emissions calculations
<input type="checkbox"/>	Any assumptions used
<input type="checkbox"/>	Other, please specify:

**16 MPO/RPO PRIORITY INFORMATION**

**This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests (UNRANKED APPLICATIONS WILL NOT BE PROCESSED):**

**17 SUBMIT**

- 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
- 2) Upload application as single PDF document to CMAQ Sharepoint Website