



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY

In order to be considered a complete application package, all fields must be appropriately completed & required additional information as noted must be attached. No incomplete applications will be considered.

Project Area(s):	<input type="checkbox"/> Burlington-Graham MPO	<input type="checkbox"/> Hickory MPO	<input type="checkbox"/> NW Piedmont RPO	<input type="checkbox"/> Unifour RPO
	<input type="checkbox"/> Cabarrus-Rowan MPO	<input type="checkbox"/> High Point MPO	<input type="checkbox"/> Piedmont Triad RPO	<input type="checkbox"/> Upper Coastal Plain RPO
	<input type="checkbox"/> Capital Area MPO	<input type="checkbox"/> Kerr-Tar RPO	<input type="checkbox"/> Rocky Mount MPO	<input type="checkbox"/> Winston-Salem MPO
	<input type="checkbox"/> Durham-Chapel Hill-Carrboro MPO	<input type="checkbox"/> Lake Norman RPO	<input type="checkbox"/> Rocky River RPO	
	<input type="checkbox"/> Gaston MPO	<input type="checkbox"/> Land of Sky RPO	<input type="checkbox"/> Southwestern RPO	
	<input type="checkbox"/> Greensboro MPO	<input type="checkbox"/> Mecklenburg Union MPO	<input type="checkbox"/> Triangle RPO	<input type="checkbox"/> Statewide

Project Sponsor Information	Agency:	
	Contact Name:	
	Address:	
	Telephone:	
	Email Address:	

Proposed Project Information	Title:	
	Description:	

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

GENERAL PROJECT ELIGIBILITY

Check the NC non-attainment or maintenance county(ies) in which the proposed project is located:

<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe	<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln	<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*	* Indicates partial county AQ designation
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth	<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg	<input type="checkbox"/> 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	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake	

Check the CMAQ-eligible project type: (CHECK ALL THAT APPLY)

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

If TRANSPORTATION CONTROL MEASURES was chosen above, check the allowable type(s):

- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
- Employer-based transportation management plans, including incentives
- Trip-reduction ordinances
- Traffic flow improvement programs that reduce emissions
- Fringe & transportation corridor parking facilities serving
- Multiple-occupancy vehicle programs or transit service
- Programs to limit/restrict vehicle use in downtown areas or other areas of emission concentration particularly during peak periods
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Programs to limit portions of road surfaces or certain sections of the metro area to the use of non-motorized vehicles or pedestrian
- Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
- Programs to control extended idling of vehicles
- Reducing emissions from extreme cold-start conditions
- Employer-sponsored programs to permit flexible work schedules
- Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & to generally reduce 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
- Programs for new construction/major reconstructions of paths/tracks or areas solely for pedestrian or other non-motorized vehicle use

If TRANSIT IMPROVEMENTS was chosen above, 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 a program to limit exceedances of NAAQS

EMISSIONS REDUCTION CRITERIA

QUANTATIVE 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 is enhanced communication & outreach that is expected to influence travel behavior & air quality.

Indicate the type of analysis completed: **QUANTATIVE** **QUALITATIVE**

Briefly describe the method used to estimate the emissions reduction: (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

	<u>Pollutant</u>	<u>Daily Emissions Before (kg)</u>	<u>Daily Emissions After (kg)</u>	<u>Daily Emissions Reduction (kg)</u>
For QUANTATIVE analyses, list the expected annual emissions BEFORE and AFTER project implementation:	Carbon Monoxide			
	Volatile Organic Compounds			
	Oxides of Nitrogen			
	Total			

ESTIMATED PROJECT COSTS & REQUESTED DELIVERY SCHEDULE

Check individual project phases that apply & indicate funding required for each:

Cost estimates should reflect anticipated inflation compounded annually at 5% from the CURRENT calendar year. A minimum 20% match is required for most projects. Please see 23 U.S.C. §120(c) Appendix 3 for a listing of projects that may be funded at up to 100 percent Federal share.

<u>Phase(s)</u>	<u>CMAQ \$</u>	<u>Matching \$</u>	<u>Total \$</u>	<u>Federal Fiscal Year(s)</u>
<input type="checkbox"/> Planning, Engineering & Design				
<input type="checkbox"/> Right-of-Way				
<input type="checkbox"/> Construction				
<input type="checkbox"/> Operation				
<input type="checkbox"/> Implementation				
Project Total				

List the source(s) of matching funds:

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality & eventually cover their own costs and 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)

BENEFIT/COST INFORMATION

Using the Total ANNUAL Emissions Reductions & the Total Project Cost (CMAQ + Match), please calculate the Benefit/Cost Ratio	Total Annual Emissions Reductions (in kg) = _____ Total Project Cost (in \$1000) = _____ Benefit/Cost Ratio = _____
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MISCELLANEOUS

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

SUPPORTING INFORMATION

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

<input type="checkbox"/> MPO/RPO Support Resolution (REQUIRED unless Statewide)	<input type="checkbox"/> Assumptions
<input type="checkbox"/> Additional project description and/or details	<input type="checkbox"/> Other, please specify:
<input type="checkbox"/> Complete emissions calculations	

MPO/RPO PRIORITY INFORMATION

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests: