Call for Project Nominations

CMAQ Funding for the Fairbanks PM2.5 Non-attainment Area

& FAST Planning Carbon Reduction Program

Applicant Workshop (01/17/2023) – Handouts

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CMAQ & CRP Call for Project Nominations Schedule

JANUARY

- open call for project nominations: **january 16th - february 17th**
- applicant workshop: **january 17**

FEBRUARY

- project nominations due: **february 17**
- FHWA project eligibility review: **february 21 - march 3**

MARCH

- technical committee member scoring
- **march 6 - 17**
- draft funding plan development: **march 20 - 31**
- emission reduction calculations (3rd party)

APRIL

- technical committee approval: **april 5**
- policy board approval: **april 19**

Call for Project Nominations

CMAQ Funding for the Fairbanks PM2.5 Non-attainment Area

& FAST Planning Carbon Reduction Program

Fairbanks Area Surface Transportation Planning (FAST Planning) is pleased to announce Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction Program (CRP) funding is available to State and local governments for transportation projects and programs that help reduce congestion and improve air quality in the Fairbanks and North Pole area. To be considered for funding, projects must:

1. Be a transportation project, plan, or program
2. Contribute to a reduction in PM2.5 and/or CO2 emissions
3. Be in the Fairbanks PM2.5 Non-attainment Area and/or Metropolitan Planning Area

Project nominations may be submitted by government agencies, outside organizations, and the public. Please visit https://fastplanning.us/cmaq/ to sign up for the Applicant Workshop, download the Project Nomination Form and Project Scoring Criteria, and view other helpful links. Each project nomination will undergo an eligibility review in coordination with the Federal Highway Administration. Please also note project nominations may be disqualified if a preliminary maintenance commitment has not been made by a local government agency. The CMAQ and CRP funding is being made available through the Alaska Statewide Transportation Improvement Program (STIP – Need IDs 29232 & 33863).

Application Period: January 16 – February 17

Applicant Workshop: January 17, 12-2pm, FAST Planning Office, 100 Cushman Street, Suite 205

Submissions: Completed Project Nomination Forms and attachments should be submitted via email, mail, or in person to:

FAST Planning – 100 Cushman Street, Suite 205, Fairbanks, Alaska 99701
Attn: Jackson Fox, jackson.fox@fastplanning.us, (907) 205-4276

Call for Project Nominations – Available Funding

CMAQ Funding for the Fairbanks PM2.5 Non-attainment Area – To be considered for CMAQ funding, projects must:

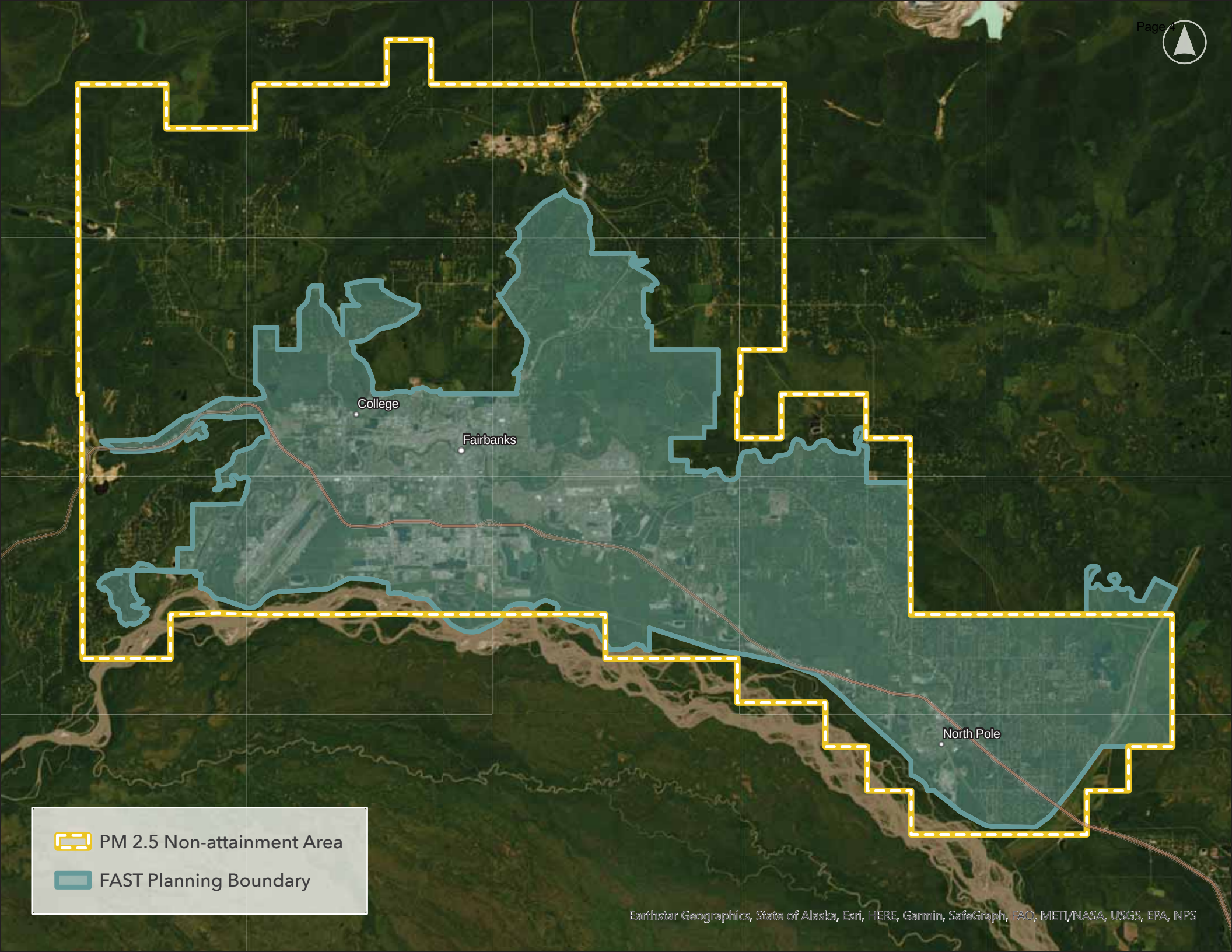
1. Be a transportation project or program
2. Contribute to a reduction in PM2.5 emissions
3. Be located in and benefit the Fairbanks PM2.5 Non-attainment Area

Name: Committed Measures for the Fairbanks SIP (Need ID 29232)	**Funding**	**FFY22**	**FFY23**	**FFY24**	**FFY25**	**FFY26**
Description: Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board.	CMAQ	$1,922,047	$1,960,487	$1,960,487	$1,960,487	$1,960,487
	SM	180,095	183,697	183,697	183,697	183,697
	Total	**$2,102,142**	**$2,144,184**	**$2,144,184**	**$2,144,184**	**$2,144,184**

FAST Planning Carbon Reduction Program – To be considered for Carbon Reduction Program funding, projects must:

1. Be a transportation project, plan, or program
2. Contribute to a reduction in CO2 emissions
3. Be located in the Fairbanks MPO Boundary

Name: FAST Planning Carbon Reduction Program Allocation (Need ID 33863)	**Funding**	**FFY22**	**FFY23**	**FFY24**	**FFY25**	**FFY26**
Description: For projects that support the reduction of transportation emissions, includes: evaluations, plans and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning MPO.	CMAQ	$836,051	$859,000	$859,000	$859,000	$859,000
	SM/3PF	82,989	85,967	85,967	85,967	85,967
	Total	**$919,040**	**$944,267**	**$944,267**	**$944,267**	**$944,267**


College
Fairbanks
North Pole
PM 2.5 Non-attainment Area
FAST Planning Boundary
Earthstar Geographics, State of Alaska, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

FAST Planning CMAQ/CRP Project Scoring Criteria

Project Name: _____

Scorer Name: _____

Criteria	Weight		Total Points
POLLUTANT REDUCTION			
PARTICULATE MATTER (PM) 2.5 - WINTER SEASON (October to March)	Choose One + BONUS		
>2.5 lbs per day (>0.5% reduction in areawide on-road emissions)	8		**0**
0.5-2.5 lbs per day (0.1% to 0.5% reduction in areawide on-road emissions)	6		**0**
>0-0.5 lbs per day (up to 0.1% reduction in areawide on-road emissions)	4		**0**
BONUS: Measureable reduction in PM2.5 precursor pollutants (SO2, NOx, VOC, NH3)	2		**0**
PARTICULATE MATTER (PM) 2.5 - SUMMER SEASON (April to September)	Choose One + BONUS		
>2.5 lbs per day (>0.5% reduction in areawide on-road emissions)	4		**0**
0.5-2.5 lbs per day (0.1% to 0.5% reduction in areawide on-road emissions)	3		**0**
>0-0.5 lbs per day (up to 0.1% reduction in areawide on-road emissions)	2		**0**
BONUS: Measureable reduction in PM2.5 precursor pollutants (SO2, NOx, VOC, NH3)	1		**0**
CARBON MONOXIDE (CO)	Choose One		
>250 lbs per day (>1% reduction in areawide on-road emissions)	6		**0**
125-250 lbs per day (0.5% to 1% reduction in areawide on-road emissions)	4		**0**
25-125 lbs per day (0.1% to 0.5% reduction in areawide on-road emissions)	2		**0**
Low/negligible pollutant reduction	0		**0**
CARBON DIOXIDE (CO2)	Choose One		
>250 lbs per day (>1% reduction in areawide on-road emissions)	6		**0**
125-250 lbs per day (0.5% to 1% reduction in areawide on-road emissions)	4		**0**
25-125 lbs per day (0.1% to 0.5% reduction in areawide on-road emissions)	2		**0**
Low/negligible pollutant reduction	0		**0**
OTHER AIR POLLUTANTS (PM-10, Ozone/Greenhouse Gases, Lead)	Choose One		
Significant Benefit	4		**0**
Some Benefit	2		**0**
No Benefit	0		**0**
CONGESTION MITIGATION			
REDUCTION IN TRAVEL DELAY	Choose One		
Significant reduction in Vehicle Hours of Delay (VHD)	6		**0**
Moderate reduction in VHD	4		**0**
Low/negligible reduction in VHD	0		**0**
TRANSPORTATION ALTERNATIVES (Walking, Biking, Transit, & Other Non-Motorized)	Choose One + BONUS		
Provides new multimodal connections/options to major employment centers, schools, essential services, and/or serves a low income/minority population	6		**0**
Provides new multimodal connections/options to other areas	4		**0**
Does not provide new multimodal connections/options	0		**0**
BONUS: Implements a Transportation Demand Management strategy	2		**0**
ALTERNATIVE FUEL/ADVANCED TECHNOLOGIES			
ALTERNATIVE FUEL	Choose all that Apply		
Provides publicly accessible electric vehicle charging infrastructure or natural gas, or propane vehicle fueling infrastructure	4		**0**
Purchase or lease of zero-emission construction equipment or vehicles	4		**0**
Replaces/retrofits diesel engines to reduce emissions	2		**0**
ADVANCED TECHNOLOGIES	Choose all that Apply		
Establishes a traffic monitoring, management, or control facility or program	2		**0**
Deploys infrastructure-based intelligent transportation systems	2		**0**
Replaces streetlighting or traffic control devices with energy-efficient alternatives	2		**0**

FAST Planning CMAQ/CRP Project Scoring Criteria

OTHER FACTORS			
SAFETY (MOTORIZED & NON-MOTORIZED USERS)		Choose One	
Significant safety improvement	4		**0**
Moderate safety improvement	2		**0**
Low/negligible imrovement to safety	0		**0**
PLAN APPROVAL		Choose all that Apply	
Project supports measures included in the State Implementation Plan for AQ	4		**0**
Project supports measures included in the State's Carbon Reduction Strategy	4		**0**
Project included in another approved Plan (MTP, TIP, Comprehensive Plan, Downtown Plan, etc)	2		**0**
Not in an approved Plan	0		**0**
PROJECT READINESS		Choose One + BONUS	
Project can be completed within 2 years of funding award	3		**0**
Project can be completed within 3 years of funding award	2		**0**
Project can be completed within 4 years of funding award	1		**0**
BONUS: Project has preliminary match and maintenance commitments	4		**0**
OPERATIONS & MAINTENANCE (O&M)		Choose One	
Decreases O&M costs	2		**0**
Low to moderate increase in O&M costs	1		**0**
High increase in O&M costs	0		**0**
POPULATION SERVED		Choose One + BONUS	
Regional/areawide users	4		**0**
Multiple neighborhoods/destinations	2		**0**
Single neighborhood/destination	1		**0**
BONUS: Serves major employment centers, schools, essential services, and/or a low income/minority population	3		**0**
BONUS: Supports efforts to reduce the environmental and community impacts of freight movement	3		**0**
PUBLIC SUPPORT		Choose all that Apply	
Has broad public support and included in an approved Plan	4		**0**
Has resolution of support from a local government	3		**0**
Has letters of support or petition	2		**0**
Has documented public comments supporting project	1		**0**
Has documented public comments opposing project	0		**0**
		PROJECT TOTAL	**0**

PROJECT COST		
Estimated project cost		
Estimated pollutant reduction (total pounds, combined)		
Project cost per pound of pollutant reduction		
Is the cost reasonable for the nominated project?	Yes	
place an "X" in the appropriate box	No	

Fairbanks & North Pole Area
CMAQ/CRP PROJECT NOMINATION FORM

Fairbanks Area Surface Transportation Planning (FAST Planning) is pleased to announce Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction Program (CRP) funding is available to State and local governments for transportation projects and programs that help reduce congestion and improve air quality in the Fairbanks and North Pole area. To be considered for funding, projects must:

1. Be a transportation project, plan, or program
2. Contribute to a reduction in PM2.5 and/or CO2 emissions
3. Be in the Fairbanks PM2.5 Non-attainment Area and/or Metropolitan Planning Area

Project nominations may be submitted by government agencies, outside organizations, and the public. See "Call for Project Nominations" information sheet for a list of CMAQ and CRP eligible activities and other helpful resources. Each project nomination will undergo an eligibility review in coordination with the Federal Highway Administration. Please also note project nominations may be disqualified if a preliminary maintenance commitment has not been made by a local government agency. The CMAQ and CRP funding is being made available through the Alaska Statewide Transportation Improvement Program (STIP – Need IDs 29232 & 33863).

NAME: _____ DATE: _____

AGENCY/ORGANIZATION: _____

ADDRESS: _____

PHONE: _____

EMAIL: _____

Name of Proposed Project: _____

Project Scope/Description:

Fairbanks & North Pole Area

CMAQ/CRP PROJECT NOMINATION FORM

POLLUTANT REDUCTION

FAST Planning has a consultant under contract to calculate the pollutant reduction (emission benefit) for each project nomination. For this section, please describe the anticipated pollutant reduction and FAST Planning will enter the calculated emission benefit after the nomination form is submitted.

PARTICULATE MATTER(PM) 2.5 – WINTER SEASON

1. Will the project result in a reduction of PM2.5 and/or precursor pollutant (SO2, NOx, VOC, NH3) emissions during the winter season (October to March)?

☐ Yes ☐ No

Explain:

Calculated PM2.5 emission benefit during winter season: ___TBD___ lbs per day

Calculated precursor pollutant emission benefit during winter season: ___TBD___ lbs per day

PARTICULATE MATTER(PM) 2.5 – SUMMER SEASON

2. Will the project result in a reduction of PM2.5 and/or precursor pollutant (SO2, NOx, VOC, NH3) emissions during the summer season (April to September)?

☐ Yes ☐ No

Explain:

Calculated PM2.5 emission benefit during summer season: ___TBD___ lbs per day

Calculated precursor pollutant emission benefit during summer season: ___TBD___ lbs per day

Fairbanks & North Pole Area
CMAQ/CRP PROJECT NOMINATION FORM

CARBON MONOXIDE (CO)

3. Will the project result in a reduction of CO emissions?

☐ Yes ☐ No

Explain:

Calculated CO emission benefit: ___TBD___ lbs per day

CARBON DIOXIDE (CO2)

4. Will the project result in a reduction of CO2 emissions?

☐ Yes ☐ No

Explain:

Calculated CO2 emission benefit: ___TBD___ lbs per day

OTHER AIR POLLUTANTS (PM-10, OZONE/GREEHOUSE GASES, LEAD)

5. Will the project result in a reduction of other air pollutant emissions?

☐ Yes ☐ No

Explain:

Fairbanks & North Pole Area

CMAQ/CRP PROJECT NOMINATION FORM

CONGESTION MITIGATION

REDUCTION IN TRAVEL DELAY

6. Will the project result in a reduction in travel delay?

☐ Yes ☐ No

If yes, explain and provide the estimated reduction in Vehicle Hours of Delay (VHD):

TRANSPORTATION ALTERNATIVES

7. Will the project provide new multimodal connections/options? (Choose One)

☐ Provides new multimodal connections/options to major employment centers, schools, essential services, and/or serves a low income/minority population

☐ Provides new multimodal connections/options to other areas

☐ Does not provide new multimodal connections/options

Explain:

8. Does the project implement a Transportation Demand Management strategy?
See https://ops.fhwa.dot.gov/plan4ops/trans_demand.htm.

☐ Yes ☐ No

Explain:

Fairbanks & North Pole Area

CMAQ/CRP PROJECT NOMINATION FORM

ALTERNATIVE FUEL/ADVANCED TECHNOLOGIES

ALTERNATIVE FUEL

9. Will the project provide alternative fuel options? (Check all that Apply)

- ☐ Provides publicly accessible electric vehicle charging infrastructure or natural gas, or propane vehicle fueling infrastructure
- ☐ Purchase or lease of zero-emission construction equipment or vehicles
- ☐ Replaces/retrofits diesel engines to reduce emissions

Explain:

ADVANCED TECHNOLOGIES

10. Will the project provide advanced technologies? (Check all that Apply)

- ☐ Establishes a traffic monitoring, management, or control facility or program
- ☐ Deploys infrastructure-based intelligent transportation systems
- ☐ Replaces streetlighting or traffic control devices with energy-efficient alternatives

Explain:

Fairbanks & North Pole Area
CMAQ/CRP PROJECT NOMINATION FORM

OTHER FACTORS

SAFETY (MOTORIZED & NON-MOTORIZED USERS)

11. Will the project result in safety improvements for motorized and/or non-motorized users?

☐ Yes ☐ No

Explain:

PLAN APPROVAL

12. Does the project support measures included in the Fairbanks PM2.5 Non-attainment Area State Implementation Plan (SIP)?
See https://dec.alaska.gov/air/anpms/communities/fbks-pm2-5-nonattainment-air-quality-plan/

☐ Yes ☐ No

Explain:

13. Does the project support measures included in the State's Carbon Reduction Strategy?
The State of Alaska is required to develop a Carbon Reduction Strategy by May 2023 [23 CFR 175(d)], which may or may not be published by the date of project nomination. If the State has developed draft measures for their Strategy that support your project, please document those measures here.

☐ Yes ☐ No

Explain:

Fairbanks & North Pole Area

CMAQ/CRP PROJECT NOMINATION FORM

14. Is the project in an approved Plan other than the SIP?
Examples: 2045 Metropolitan Transportation Plan, FFY19-23 Transportation Improvement Program, FNSB Comprehensive Plan, Fairbanks Downtown Plan, etc.

☐ Yes ☐ No

Explain:

PROJECT READINESS

15. Within how many years can the project be completed?

☐ 2 years ☐ 3 years ☐ 4 years ☐ >4 years

Explain:

16. Does the project have preliminary match and maintenance commitments?

☐ Yes ☐ No

Explain:

Fairbanks & North Pole Area

CMAQ/CRP PROJECT NOMINATION FORM

OPERATIONS & MAINTENANCE COSTS

17. Will the project result in a decrease or increase to operations and maintenance costs?

    Include estimate costs and explain:

POPULATION SERVED

18. What population will the project serve? (Choose One)

    ☐ Regional/areawide users
    ☐ Multiple neighborhoods/destinations
    ☐ Single neighborhood/destination

    Explain:

19. Will the project serve major employment centers, schools, essential services, and/or a low income/minority population?

    ☐ Yes ☐ No

    Explain:

Fairbanks & North Pole Area

CMAQ/CRP PROJECT NOMINATION FORM

20. Does the project support efforts to reduce the environmental and community impacts of freight movement?

☐ Yes ☐ No

Explain:

PUBLIC SUPPORT

21. Indicate the public support for the project. (Choose all that Apply)

☐ Broad public support and included in an approved Plan
☐ Has resolution of support from a local government
☐ Has letters of support or petition
☐ Has documented public comments supporting project
☐ Has documented public comments opposing project

Explain:

PROJECT COST

22. What is the estimated cost of the project? _____

Explain why this cost is reasonable and should be allocated to this project:

Fairbanks & North Pole Area
CMAQ/CRP PROJECT NOMINATION FORM

Things to attach: Project figures, photos of existing conditions, public support documentation, plan documentation, and other supporting documents.

For more information, please contact:

Jackson Fox, Executive Director

FAST Planning

100 Cushman Street, Suite 205, Fairbanks, Alaska 99701

jackson.fox@fastplanning.us

(907) 205-4276

Please submit completed form and attachments to staff member above via email, mail, or in person.

Previously Funded CMAQ Projects: 2011-2023

- FMATS “Don’t be Fuelish” Campaign
- Fairbanks Commuter Vanpool Rideshare Options Coordinator
- Fairbanks Regional Travel Demand Model Update
- Fairbanks Regional Household Travel Survey
- Vehicle Miles Traveled (VMT) & Classification Study

- FNSB Fairbanks PM2.5 Non-Attainment Area State Implementation Plan (SIP)
- FNSB Air Quality Education Outreach Program
- Highway Dynamic Messaging Signs (air quality alerts, hazardous road conditions, detours)

- FNSB Diesel Engine Emissions Reduction Pilot Program
- Alaska DOT&PF Heavy Duty Fleet Vehicles Diesel Anti-Idling Maintenance & Emission Pilot Program
- Alaska DOT&PF Adaptive Signal Control (Airport Way, University, Peger, Geist, Johansen, College Road)

- MACS Transit Eielson/Salcha Bus Service
- MACS Transit Van Horn Bus Service
- MACS Transit Purple Line (additional bus on Purple Line serving South Cushman/Hamilton Acres)
- MACS Transit Bus Stop Shelters (20 total)
- MACS Transit CNG Fueling Infrastructure
- MACS Transit CNG Buses (pending)
- UAF Free Transit Rides (for students and staff riding MACS Transit)

- Motor Vehicle Plug-ins: West Valley & North Pole High Schools
- Motor Vehicle Plug-ins: Carlson Center, Noel Wien Library, North Pole Library, Big Dipper
- Motor Vehicle Plug-ins: Birch Hill, Chena Lakes, & Tanana Lakes Recreation Areas

- Tanana Lakes Recreation Area South Lathrop Extension & Parking Area
- Pearl Creek Elementary Access & Circulation Improvements (including motor vehicle plug-ins)
- City of Fairbanks Pedestrian Facilities Upgrade (Aurora, Cowles, Lacey,5^{th}, 6^{th}, 7^{th}, 8^{th}, 9^{th}, 10^{th})
- University Avenue South Bicycle & Pedestrian Path (Mitchell to Armistead; Airport East Ramp)
- Peger Road Bicycle & Pedestrian (east side; Chena River bridge to Airport Way)

- City of North Pole Snow Removal & Street Sweeping Equipment (for bike/ped paths)
- FNSB Snow Removal & Street Sweeping Equipment (for bike/ped paths near schools)
- City of Fairbanks Sidewalk Snow Removal Equipment
- Alaska DOT&PF Sidewalk Snow Removal Equipment
- Alaska DOT&PF Bi-directional Two-Way Tow Plow

CMAQ Funding for the Fairbanks PM2.5 Non-attainment Area: Eligible Projects

Any project submitted that is listed in the Fairbanks PM2.5 Non-attainment Area State Implementation Plan (SIP) as a Committed or Contingency Measure will not be scored and will be given priority over all other projects. The remainder of projects submitted that are not included in the SIP will be scored and ranked against other non-SIP projects. See https://dec.alaska.gov/air/anpms/communities/fbks-pm2-5-nonattainment-air-quality-plan/ for information on Committed/Contingency Measures in the SIP, which include the following:

1. Expanded Availability of Motor Vehicle Plug-Ins
2. Mass Transit System, including Fleet Conversion to CNG
3. Expansion of Anti-Idling and Diesel Emission Reductions
4. Federal Motor Vehicle Control Program

Other examples of CMAQ eligible projects are listed in the table below.

Project Type	FHWA CMAQ Eligible Activities
Travel Demand Management/Rideshare	Rideshare Programs Park & Ride Employee Transit Benefits Carsharing Bikesharing Education & Outreach
Congestion Reduction & Traffic Flow Improvements	Incident Management Intersection Improvements Signal Improvements Roundabouts
Transit Improvements	Transit Service Expansion Park & Ride Employee Transit Benefits
Freight Intermodal Projects	Intermodal Freight Facilities & Programs Truck Stop Electrification Heavy Vehicle Engine Replacements
Pedestrian/Bicycle	Pedestrian and Bicycle Paths (that are not solely for recreation) Bikesharing
Alternate Fuel & Clean Vehicle	Heavy Vehicle Engine Replacements Diesel Retrofit Technologies Extreme-Temperature Cold-Start Technologies Dust Mitigation Natural Gas Re-Fueling Infrastructure Electric Vehicle Charging Stations

CMAQ Funding: Eligible Projects & Programs

Summary by FAST Planning from MAP-21, FAST Act, & IIJA Program Guidance

1. Diesel Engine Retrofits & Other Advanced Truck Technologies

- Vehicle replacement
- Engine replacement with a cleaner diesel engine, alternative fuels, etc.
- Rebuilding an engine to reduce emissions from diesel engines
- Purchase and installation of emission control equipment, idle reduction devices, and after-treatment hardware, including particulate matter traps and oxidation catalysts, and other technologies
- Outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options

Not Eligible

- Equipment or vehicles used predominantly in a maintenance role
- Light duty scrappage programs (replacement of old vehicles with new vehicles to simply remove less efficient, more polluting vehicles from the road)

2. Idle Reduction

- Idle reduction projects that reduce emissions

3. Congestion Reduction & Traffic Flow Improvements

- Construction of roundabouts, high-occupancy vehicle (HOV) lanes, left-turn or other managed lanes for congestion relief
- Traffic signal synchronization projects, traffic management projects, and traveler information systems, traffic signal control systems, freeway management systems, electronic toll-collection systems, transit management systems, and incident management programs
- Value/congestion pricing (toll corridors)
- Projects or programs that involve the purchase of integrated, interoperable emergency communications equipment
- vehicle-to-infrastructure communications equipment

Not Eligible

- Projects that add new capacity for single-occupancy vehicles
- Routine maintenance and rehabilitation projects (i.e. repaving/repairing roads, reconstruction of bridges, etc.) that only maintain existing levels of traffic
- Modeling or monitoring emissions, traffic operations, travel demand, or other related variables do not directly lead to an emissions reduction

4. Freight/Intermodal

- Eligibility under CMAQ is not confined to highway projects, but also applies to nonroad mobile freight projects such as rail
- Railyard switch locomotives or shunters that fall into the generator-set or other clean engine category
- Modifications or additions to infrastructure supporting a modal shift such as an intermodal container transfer facility if the project demonstrates reduced diesel engine emissions when balancing the drop in truck vehicle miles traveled against the increase in locomotive or other non-highway activity
- Large-scale container gantry cranes, or other heavy-duty container handling equipment that is a clear link in the intermodal process
- Purchase or retrofit of airport handling equipment, including baggage handlers, aircraft tow motors, and other equipment that plays a role in an intermodal link

Not Eligible

- Marginal projects that support freight operations in a very tangential manner such as warehouse handling equipment, transit sheds, bulk silos, or other permanent, non-mobile facilities that function more as storage resources

5. Transportation Control Measures

- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOVs)
- Employer-based transportation management plans, including incentives
- Trip-reduction ordinances
- Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use
- 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 metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- Employer-sponsored programs to permit flexible work schedules
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupancy vehicle travel
- Programs for new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation

6. Transit Improvements

- Transit projects that increase transit capacity and would likely result in an increase in transit ridership and a potential reduction in congestion, including:
    - New transit facilities (e.g., lines, stations, terminals, transfer facilities) associated with new or enhanced public transit, passenger rail, or other similar services
    - New transit vehicles (bus, rail, or van) to expand the fleet or replace existing vehicles
    - Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices
    - Fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service
    - Operating assistance to introduce new transit service or expand existing transit service
    - Subsidizing regular transit fares in an effort to prevent the NAAQS from being exceeded

Not Eligible

- Routine preventative maintenance of transit vehicles
- Routine maintenance or rehabilitation of existing facilities
- Standalone projects to purchase fuel
- More than 5 years of operating assistance for new transit services

7. Bicycle & Pedestrian Facilities & Programs

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Outreach related to safe bicycle use
- Micromobility, including bike shares and shared scooters

Not Eligible

- salaries for administration, maintenance costs, and other items akin to operational support for bicycle and pedestrian programs

8. Travel Demand Management

- Activities that are explicitly aimed at reducing single-occupancy vehicle travel and associated emissions, such as:
    - Fringe parking
    - Traveler information services
    - Shuttle services
    - Guaranteed ride home programs
    - Carpools, vanpools
    - Traffic calming measures
    - Parking pricing

  - Variable road pricing
  - Telecommuting/Teleworking
  - Employer-based commuter choice programs
- Capital expenses and up to 5 years of operating assistance to administer and manage new or expanded activities listed above
- Marketing and outreach efforts to expand use of the activities above

Not Eligible

- Construction of telecommuting centers and computer and office equipment purchases

9. Public Education & Outreach Activities

- Public education and outreach activities to educate the public, community leaders, and potential project sponsors about connections among trip making and transportation mode choices, traffic congestion, and air quality, including activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, and technical assistance

10. Transportation Management Associations

- Groups of citizens, firms, or employers that organize to address the transportation issues in their immediate locale by promoting rideshare programs, transit, shuttles, or other measures; start-up costs and up to 5 years of operating assistance

11. Carpooling & Vanpooling

- Carpool/vanpool marketing of existing, expanded, and new activities designed to increase the use of carpools and vanpools, including purchase and use of computerized matching software and outreach to employers
- Vanpool vehicle capital costs, including purchasing or leasing vans for use in vanpools

Not Eligible

- Purchase or lease vans that would directly compete with or impede private sector initiatives

12. Carsharing

- Pooling of efficient, low-emission vehicles, provided to travelers who have occasional need for a vehicle but not the constant, daily necessity that demands ownership

13. Extreme Low-Temperature Cold Start Programs

- Projects intended to reduce emissions from extreme cold-start conditions, including retrofitting vehicles and fleets with water and oil heaters and installing electrical outlets and equipment at publicly owned facilities

14. Training

- Training and educational development for the transportation workforce directly related to implementing air quality improvements

15. Inspection/Maintenance (I&M) Programs

- Publicly or privately owned I&M facilities, including construction of facilities, purchase of equipment, I&M program development, and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum

16. Innovative Projects

- An innovative transportation project that can be expected to reduce emissions by decreasing vehicle mile traveled (VMT), fuel consumption, congestion, or by other factors; before-and-after studies should be completed to determine actual project impacts on air quality as measured by net emissions reduced

17. Alternative Fuels & Vehicles

- Establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles such as compressed natural gas and electric vehicles
- Converting a private fueling facility to support alternative fuels through a public-private partnership agreement
- Purchase of publicly owned, non-transit alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others; publicly owned vehicles must provide a dominant transportation function, such as paratransit vans, incident management support vehicles, refuse haulers, and others
- Costs associated with converting fleets to run on alternative fuels
- Certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts

18. Planning & Project Development

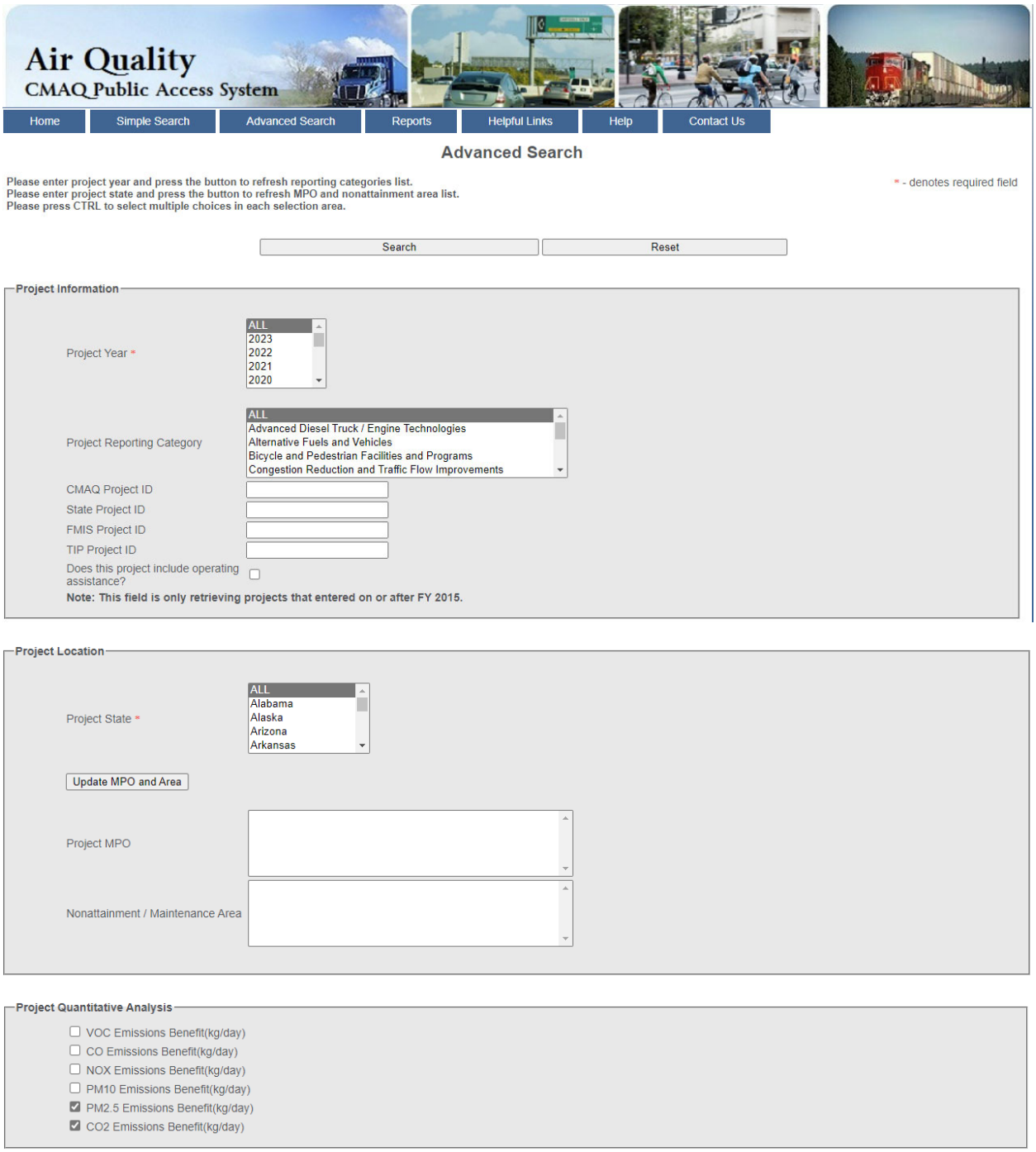
- All phases of eligible projects (not only construction phase) are eligible for CMAQ funding; for example, studies that are part of the project development pipeline (e.g., preliminary engineering) under NEPA

Not Eligible

- General studies that fall outside specific project development; for example, major investment studies, commuter preference studies, modal market polls or surveys, transit master plans, and others

FAST Planning Carbon Reduction Program: Eligible Projects

a. 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;
b. a public transportation project eligible for assistance 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));
c. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,3 including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
d. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
e. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
f. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
g. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
h. 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;
i. efforts to reduce the environmental and community impacts of freight movement;
j. a project to support deployment of alternative fuel vehicles, including—
    i. the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
    ii. the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
k. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
l. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
m. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Helpful Resource: ***FHWA CMAQ Public Access System***

FHWA maintains a database of CMAQ-funded projects and their air quality benefits across all 50 states. This is a helpful resource for applicants to find examples of projects in other communities and their calculated PM2.5 and CO2 emission reduction benefits. Go to https://fhwaapps.fhwa.dot.gov/cmaq_pub/ and select "Advanced Search" to review over 4,000 projects with PM2.5 and CO2 benefit calculations.