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## **Appendix C**

### Congestion Mitigation and Air Quality Fund Estimates and Program Guidelines

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**CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM**  
**ESTIMATED APPORTIONMENT**  
**FFY 2016-17 to 2019-20**

MPO/County	FFY	DOF Population Estimate (1/1/2015)	EPA Classification 8-hr Ozone (2008) <sup>1</sup>	Ozone <sup>2</sup> Factor	Carbon Monoxide Factor <sup>2</sup>	Weighted Population	Estimated Apportionment
Tahoe (Lake Tahoe)	2016-17	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,886,094
Tahoe (Lake Tahoe)	2017-18	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,922,559
Tahoe (Lake Tahoe)	2018-19	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,958,333
Tahoe (Lake Tahoe)	2019-20	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,998,751
<b>Region Total</b>							<b>\$ 7,765,737</b>

1. EPA 2008 8-Hour ozone non-attainment designation <http://www3.epa.gov/airquality/greenbook/hncc.html#CALIFORNIA>

2. 8-Hour ozone and CO factors per CA Streets and Highways CodeSection 182.7(b)

Data provided by California Department of Transportation Division of Transportation Programming, 2/23/2016

TAHOE METROPOLITAN PLANNING ORGANIZATION

# Congestion Mitigation and Air Quality Program Guidelines

March 2016



# Congestion Mitigation and Air Quality Program

## I. Introduction

The Congestion Mitigation and Air Quality Improvement Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was reauthorized under all Federal Transportation Acts since ISTEA, including the most recent Fixing America's Surface Transportation (FAST) Act. FAST Act provides millions of CMAQ funds annually to California. The funds are distributed to Metropolitan Planning Organizations and Regional Transportation Planning Agencies in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code.

The purpose of the Congestion Mitigation and Air Quality (CMAQ) Program is to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The funding is available to air quality nonattainment areas and maintenance areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter (both PM10 and PM2.5).

The CMAQ program supports the two important goals of the U.S. Department of Transportation to improve air quality and relieve congestion. Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP). CMAQ projects must be a transportation project, must generate an emissions reduction, and must be located in or benefit a nonattainment or maintenance area.

## II. Program Eligibility and Requirements

- A. Eligible Area:** The CMAQ funds may be invested in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe (CSLT).
- B. Eligible Applicants**
- Local governments (need a Master Agreement with Caltrans)
  - Transit Operators
- C. Eligible Projects and Programs**
- Diesel Engine Retrofits and Other Advance Truck Technologies
  - Idle Reduction
  - Congestion Reduction and Traffic Flow Improvements
  - Freight/intermodal
  - Transportation Control Measures (TMC)
  - Transit Improvements
  - Bicycle and Pedestrian Facilities and Programs
  - Travel Demand Management
  - Public Education and Outreach Activities
  - Transportation Management Associations
  - Carpooling and Vanpooling
  - Carsharing
  - Extreme Low-Temperature Cold Start Programs
  - Training
  - Inspection/Maintenance (I&M) Programs
  - Innovation Projects
  - Alternative Fuels and Electric Vehicles and Associated Fueling Infrastructure
- D. Eligible Stage of Work:** Preliminary Engineering, Right of Way, and/or Construction
- E. State/Local Match:** The match requirement (non-federal) is 11.47 percent. Toll Credits are available to use for match requirement.
- F. Cost-Effectiveness Analysis:** The program or project must generate a cost-effectiveness emissions reduction (see link to ARB tool below.)

## III. Project Eligibility and Requirements

- A. Project Eligibility:** CMAQ project must meet three basic criteria; it must be a transportation project, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.
- B. Selection Criteria:** The following criteria will be taken into consideration during project evaluation and selection.

Project Location

- Project must be located in the El Dorado County portion of the Lake Tahoe Region

Implementation Plan

- Projects that can clearly show the steps for implementation and a reasonable timeline, will receive the highest scores in this category

Demonstrated need

- Level of need for mobility, economic, environmental, and/or community improvements in this area

Clear goals

- Clarity of project goals

Potential for project success. Applicant’s ability to carry out the project over time based on:

- Project readiness, What stage of work project is in
- Work plan
- Project leadership
- Available funding to complete project

Project Consistency with local, regional, or statewide plans (Regional Transportation Plan, Active Transportation Plan, EIP, Area Plan, etc.)

- How well the project application shows the consistency with plans

Addresses emissions reduction and cost effectiveness

- How well project reduces emissions while still cost-effective

Matching funds

- Project applications that can show a larger proportion of other sources of dedicated funding for the project will be the most competitive

**C. Project Evaluation:** Reviewers will evaluate applications using the following selection criteria and relative weighting (maximum of 50 points):

<b>Project location.</b> Located in the El Dorado County portion of the Tahoe Region	<b>Required</b>
<b>Work plan and timeline.</b> Clear work plan for implementation of project and reasonable timeline.	<b>15 points</b>
<b>Demonstrated need.</b> Level of need for mobility, economic, environmental, and/or community improvements in this area.	<b>10 points</b>
<b>Potential for project success.</b> Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> <li>▪ Readiness of Project</li> <li>▪ Reasonable work-plan</li> <li>▪ Coordination with public</li> <li>▪ Project leadership</li> <li>▪ Available funding to complete project</li> </ul>	<b>10 points</b>

<b>Project Consistency with local, state and federal plans.</b> Applicants ability to show consistency with plans	<b>5 points</b>
<b>Addresses emissions reduction and cost effectiveness.</b> To what extent the project will reduce emissions while still being cost effectiveness.	<b>5 points</b>
<b>Matching funds.</b> Project applications that can show a larger proportion of other sources of dedicated funding for the project will be the most competitive.	<b>5 points</b>

**D. Project Requirements**

- The project must be listed in the adopted Lake Tahoe Regional Transportation Plan and ready to be programmed in the Federal Transportation Improvement Program.
- The project must meet National Environmental Policy Act (NEPA) requirements.
- The project sponsor must provide a cost-effectiveness analysis with the application. The California Department of Transportation (Caltrans) in partnership with the California Air Resource Board (ARB) has published “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” which can be of assistance in determining to what extent a project reduces emissions. See ARB link: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>
- The project must begin no later than within three years of the awarded fiscal year.
- The project sponsor must have a track record that demonstrates technical capacity and reliability for delivering similar projects.
- A request for construction funding must demonstrate that environmental, engineering and right-of-way will be ready by the time funds are requested and the financial ability for ongoing operations and maintenance.
- The projects should be consistent with statewide or local complete streets requirements.

**E. Application and Submittal**

- Download application here: <http://www.tahoempo.org/cmaq.aspx?SelectedIndex=2>
- Completed application and Cost- Effectiveness Analysis may be submitted electronically to Judy Weber@ [jweber@trpa.org](mailto:jweber@trpa.org).
- The deadline for submitting an application is April 18, 2016.
- Submitted projects will be scored by TMPO and selected project sponsors will be notified by April 29, 2016.

**F. Post Award Steps:** If your project is awarded the following steps apply:

- Enter the project in the Lake Tahoe EIP Tracker Tool: <https://eip.laketahoeinfo.org/>. It then will be programmed in the Federal Transportation Improvement Program (FTIP).
- Provide funding source information for local (non-federal) match of 11.47 percent.
- Work with Caltrans Local Assistance on the Request For Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
- Provide quarterly project updates and schedule changes as necessary via the Lake Tahoe EIP Tool.

**CMAQ Informational Websites:**

Caltrans

[http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ\\_Web\\_Page.html](http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html)

California Air Resources Board (ARB) for Cost-Effectiveness Analysis Tools

<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>

Federal Highway Administration

<https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>