SOLICITATION FOR APPLICATIONS TO

**2021-2023**

**CMAQ/TCAM PROGRAM**



**Issued: February 2020**

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**NJTPA 2021-2023 CMAQ/TCAM PROGRAM**

### **Program Solicitation Overview**

**Thumbnail sketches are due to the NJTPA on March 25, 2020. There will be an information session for all potential applicants at the NJTPA offices on March 12, 2020 at 10 a.m. Successful thumbnail sponsors will then be invited by the NJTPA to submit full proposals, which will be due on May 13, 2020 at 4 p.m.**

Questions about the solicitation ***must be submitted in writing*** to the NJTPA. Questions regarding the **Transportation Clean Air Measures (TCAM) program** should be directed to the attention of Liz DeRuchie by e-mail at [Liz@njtpa.org](mailto:Liz@njtpa.org). Inquiries should reference ***“Solicitation for Applications to the 2021-2023 CMAQ/TCAM Program”.*** Copies of all questions, and any replies, will be made available on the NJTPA website:

<http://njtpa.org/Projects-Programs/Local-Programs/CMAQ-Local-Mobility.aspx>

**INTRODUCTION**

Congestion Mitigation and Air Quality **(**CMAQ) funds have been allocated to the North Jersey Transportation Planning Authority (NJTPA) metropolitan area for projects that contribute to the attainment of the National Clean Air Act standards by reducing emissions and congestion in the non-attainment and maintenance areas. The FY 2021 Transportation Improvement Program (TIP) for the NJTPA region has set aside funding for a competitive CMAQ program to fund eligible projects and services that help achieve these air quality goals. Candidate projects will be evaluated, selected, and approved for funding by the NJTPA Board of Trustees, based on the program criteria described in this document. Approved projects will be submitted to the Federal Highway Administration (FHWA) via the New Jersey Department of Transportation (NJDOT) for federal authorization of funds.

**PROGRAM PURPOSE**

The NJTPA is soliciting applications for its **CMAQ/TCAM** **Program**, to be supported by federal CMAQ funds allocated to the NJTPA region. The purpose of this competitive program is to advance readily implementable and innovative projects that improve air quality and reduce congestion in the NJTPA’s air quality maintenance and non-attainment areas.

This document details the application process and program guidelines for the submittal of a thumbnail and full proposal to the NJTPA.

**ELIGIBLE ACTIVITES**

Proposed projects must be eligible under the federal CMAQ guidelines (see page 13), be ready to implement, demonstrate the potential for reductions in emissions and/or congestion, and meet or exceed the requirements for matching funds.

Proposals must link to needs identified in the NJTPA’s long range transportation plan, *Plan 2045: Connecting North Jersey*. (See <http://www.njtpa.org/plan2045>.) Possible projects can draw from a variety of sources, such as local and regional plans and projects, the Together North Jersey (TNJ) Regional Plan or the NJTPA Subregional Studies Program.

**Transportation Clean Air Measures (TCAMs)**

Proposals can include but are not limited to: diesel reduction; idle reduction; traffic signal optimization; intelligent transportation systems; intermodal freight; bicycle and pedestrian projects; travel demand management; alternative fuels and vehicles: and other projects which will reduce pollutant emissions and congestion in the NJTPA region. Successful TCAMs will augment existing environmentally beneficial programs with new and innovative approaches, take advantage of cross-jurisdictional partnerships, have the potential to inspire or support further actions, garner public support and interest, and leverage other funding sources.

After funds are authorized by FHWA, project sponsors have a maximum of three years to complete the project. *The minimum match for projects is 20% from public agencies and 50% from private firms.*

**TIME FRAME**

This solicitation for TCAMs covers three federal fiscal years: 2021, 2022 and 2023. Projects can be proposed for any of those years. Project completion may be phased over the three-year timeframe. The federal fiscal year runs from October1-September 30.

**ELIGIBLE ENTITIES**

Eligible applicants for TCAMs fundinginclude regional partners such as the New Jersey Department of Environmental Protection (NJDEP), New Jersey Transit (NJ TRANSIT), the Port Authority of New York and New Jersey (PANYNJ), railway companies, Transportation Management Associations (TMAs), municipalities, and the fifteen NJTPA subregions. Privately owned companies or other non-government entities may be eligible to participate as part of a public-private partnership.

**HOW TO APPLY**

The CMAQ/TCAM Program application is a two-step process that begins with the submission of thumbnail sketches. The NJTPA will review thumbnail sketches and successful submissions will be invited by the NJTPA to submit full proposals. **Thumbnail sketches are due to the NJTPA on March 25, 2020 and invited full proposals will be due on May 13, 2020 at 4 p.m.**

**An information session will be held on March 12, 2020 at 10 a.m. at the NJTPA offices at One Newark Center, 17th Floor, Newark, NJ 07102. Attendance at the information session is strongly encouraged.**

Applicants submitting proposals for the CMAQ/TCAM Program must submit thumbnails in accordance with the applicable category requirements. Thumbnail requirements for TCAMs are on page 5. Applicants may submit multiple thumbnails for the TCAM program. Applicants should rank their thumbnails in order of priority.

In preparing thumbnails, applicants should also review the full proposal guidelines and review criteria. These are also specific to the project categories and provide further program information and instructions for preparing proposals (after the thumbnail stage). Guidance is on page 18.

Questions about the solicitation ***must be submitted in writing*** to the NJTPA. Questions should be directed to the attention of Liz DeRuchie by e-mail at [Liz@njtpa.org](mailto:Liz@njtpa.org). Inquiries should reference ***“Solicitation for Applications to the 2021-2023 CMAQ/TCAM Program”.*** Copies of all questions, and any replies, will be made available on the NJTPA Website: <http://njtpa.org/planning/regional-studies/environment/air-quality/2021-2023-cmaq-program>

The deadline for inquiries is **March 16, 2020 at 4 p.m.** Late inquiries may not be reviewed or considered.

**Thumbnail Review and Full Application**

The NJTPA will review all thumbnails to ascertain eligibility under CMAQ and to identify the most promising and implementable projects. Thumbnails will be evaluated, and constructive suggestions will be offered to applicants as appropriate. Applicants will be notified of the thumbnail review results and successful thumbnail applicants will be invited to submit full proposals **by April 15, 2020**.

Full proposals will be reviewed by a Technical Review Committee based on identified criteria for the applicable project category. Recommendations from the Technical Review Committee will be presented to the NJTPA Project Prioritization Committee and Planning and Economic Development Committee for endorsement and then to the NJTPA Board of Trustees for approval. Approved projects will be submitted to FHWA via NJDOT for federal authorization of funds.

The NJTPA in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 US.C.§§ 2000d to 2000d-4) and the Regulations, hereby notifies all interested parties that it will affirmatively ensure that for any contract entered into pursuant to this solicitation, disadvantaged parties will be afforded full and fair opportunity to submit thumbnail sketches and proposals in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award. For reference, please see NJTPA’s [Title VI Plan](http://www.njtpa.org/NJTPA/media/Documents/About-NJTPA/Federal-Regulations/Title-VI/Title_VI_Implementation_Plan.pdf). The NJTPA also encourages proposals that have sought out and considered the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low income and minority households.

**NJTPA 2021-2023**

**CMAQ/TCAM PROGRAM**

### **Proposal Guidance and Instructions**

**GUIDANCE DOCUMENTS AND RESOURCES**

Congestion Mitigation and Air Quality Program Provisions

The Proposal Guidance (page 4) includes an overview of project type eligibility for federal CMAQ funding**.**

Plan 2045

The NJTPA’s Regional Transportation Plan, *Plan 2045,* is the guiding document for transportation investment policy for the northern New Jersey region. The complete document and appendices can be found at [www.njtpa.org/Planning/Plan-Update-to-2045.aspx](http://www.njtpa.org/Planning/Plan-Update-to-2045.aspx).

Together North Jersey (TNJ)

Since 2012, the NJTPA, NJ TRANSIT, The Alan M. Voorhees Transportation Center at Rutgers University, the New Jersey Office for Planning Advocacy, NJTPA subregions and core cities, and a variety of other public, institutional, and nonprofit entities have worked through the TNJ consortium to advance he TNJ Plan.

The outcome of plan implementation will be a more sustainable future for the region as it invests in existing communities where housing, jobs, educational, cultural, and recreational opportunities are made more easily accessible to most residents of the region without having to drive to them. Information on specific projects and actions are available at <http://TogetherNorthJersey.com>.

Subregional Support

Proposals from TMAs and municipalities must be supported by an NJTPA member subregion. This most often comes from a subregional representative to the NJTPA’s Regional Technical Advisory Committee (RTAC). The RTAC provides a forum for presentation and discussion on regional issues. It also performs a vital function in reviewing and disseminating information and making recommendations to the NJTPA Board and its’ individual Trustees to aid in decision-making.

The RTAC contact list, as well as contacts on other NJTPA committees, are available on the NJTPA website here: <https://www.njtpa.org/About-NJTPA/Who-We-Are/Committees/Regional-Transportation-Advisory-Committee.aspx>.

Templates/References

The resources on page 25 offer standardized formats for estimating emissions benefits.

**NJTPA 2021-2023**

**REGIONAL/LOCAL CMAQ INITIATIVES PROGRAM**

**TRANSPORTATION CLEAN AIR MEASURES**

### **Thumbnail Requirements**

**Identify specific projects that can be readily implemented to measurably reduce air pollutants and congestion and that are eligible for federal Congestion Mitigation and Air Quality (CMAQ) funding.**

**Project Sponsor(s):** *Include partner agencies, organizations/subcontractors etc.*

**Project Name:**

**Project Rank:** *If submitting more than one proposal i.e. first, second etc.*

**Estimated $ Requested:** *$ (including the required minimum local match: 20% for projects from public agencies; 50% for projects from private firms)*

**Identify Project:** *How was this project identified? i.e. Federal, State or Local Plan, recommendation from a previous study, RTP, TNJ, additional phase from a previous project etc.*

**Description:** *Describe project area & how project will be implemented.*

**CMAQ Link:** *Identify how this project is eligible for CMAQ funding.*

**Estimated Benefits:** *Identify estimated emissions and congestion benefits. Include secondary benefits to neighboring communities.*

**FFY:** *Identify which Federal fiscal year(s) you are applying for i.e. 2021, 2022 and/or 2023. It is possible to apply for more than one year’s funding or to stage a project in phases to be funded accordingly. The federal fiscal year runs from October 1 – September 30.*

**Schedule:** *Project duration (in six month increments i.e. 12, 18, 24, 30 or 36 months)*

**Who:** *Who will carry out the work i.e. sponsoring agency, partner agency, private firm, subcontractors?*

**Funds Requested:** *Identify the total amount of funds requested per year including the local match. Also include a breakdown of the total funds identifying the CMAQ contribution and the match contribution.*

**Local Match:** *Identify the source of the local match as well as the amount. For public agencies, in general, the federal share for projects is 80%; 50% for projects from private firms.*

**Where:** *Where will the project take place and where will the estimated emissions and/or congestion reductions occur?* *(municipalities, counties etc.)*

**Partners:** *Who will the lead agency partner with i.e. county, municipality, private firm, TMA, school board, NJDOT, NJ TRANSIT, NJDEP, PANYNJ, etc.*

**Products:** *What products would result from this project?*

**Contact Person:** *Name, phone, e-mail and fax for additional information*

**Thumbnail Submission:** Thumbnail applications should be addressed to:

Liz DeRuchie

Manager, Air Quality

North Jersey Transportation Planning Authority

One Newark Center, 17th Floor

Newark, NJ 07102

[liz@njtpa.org](mailto:liz@njtpa.org)

973-639-8446

**This outline should be a maximum of two pages.**

**FY2021-2023 TCAM THUMBNAIL REVIEW**

Achieves primary CMAQ goal of reducing criterion-pollutants/ traffic congestion y/n \_\_\_\_\_

Has an immediate impact on pollution reduction and congestion mitigation y/n \_\_\_\_\_

Reduces fine particulate matter (PM 2.5) y/n \_\_\_\_\_

Achieves 2ndary goals i.e. improving fuel costs, VMT, noise, community relations y/n \_\_\_\_\_

Considers needs and specific benefits of environmental justice/low-income/

minority communities y/n \_\_\_\_\_

Innovative approach, serves as a model for replication elsewhere in our region y/n \_\_\_\_\_

Advances a recommendation(s) from a specific plan, study or legislation y/n \_\_\_\_\_

Implemented realistically in the timeframe specified y/n \_\_\_\_\_

Complements (not duplicates) other public/private sector projects/activities y/n \_\_\_\_\_

Supported strongly by appropriate sponsors/stakeholders and public y/n \_\_\_\_\_

Potential for cross-jurisdictional partnerships y/n \_\_\_\_\_

Reasonable cost/cost-effectiveness y/n \_\_\_\_\_

Local match meets or exceeds CMAQ requirements and source is identified y/n \_\_\_\_\_

Geography/location (in NJTPA region, maintenance, or non-attainment areas) y/n \_\_\_\_\_

Technology is EPA approved where applicable y/n \_\_\_\_\_

Meets Buy America requirements where applicable y/n \_\_\_\_\_

Project sponsor/manager has demonstrated successful implementation of

programs/projects as contracted y/n \_\_\_\_\_

**Advance to full proposal Yes\_\_\_\_ No\_\_\_\_**

Reviewer/Division \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**NJTPA 2021-2023**

**REGIONAL/LOCAL CMAQ INITIATIVES PROGRAM**

**TRANSPORTATION CLEAN AIR MEASURES**

### **Proposal Guidance and Instructions**

This section provides detailed guidance on submitting a full proposal for **Transportation Clean Air Measures** under the NJTPA **Regional/Local CMAQ Initiatives Program.** **Full proposals are to be prepared upon invitation by the NJTPA following successful submission and review of a thumbnail sketch** as described in the Program Solicitation Overview section (starting on page 1).

Overall program eligibility and other attributes are described in the Program Solicitation Overview. Instructions on preparing a full proposal begin on page 18.

**Eligible Activities for the Transportation Clean Air Measures Program**

Proposals for **Transportation Clean Air Measures funding** must be eligible for funding under federal CMAQ funds. Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America’s Surface Transportation (FAST) Act. CMAQ funds continue to be available for a wide range of transportation projects, but new language in the act emphasizes select project types, including electric and natural gas vehicle infrastructure and diesel [retrofits](https://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm). Eligible activities include (but are not limited to) the following:

1. Diesel Retrofits for On-Road and Non-Road Vehicles and Equipment
2. Idle Reduction Technology i.e. Truck Stop Electrification & On-Board Technology
3. Traffic Signal Optimization and Intelligent Transportation Systems
4. Intermodal Freight Transportation
5. Transit Improvements
6. Bicycle and Pedestrian Facilities and Programs
7. Travel Demand Management
8. Public Education and Outreach
9. Carsharing
10. Extreme Low-Temperature Cold Start Programs
11. Training
12. Innovative Projects
13. Alternative Fuels and Vehicles
14. Verified technologies for non-road vehicles and non-road engines used in port-related freight operations. \*
15. Installation of vehicle-to-infrastructure communications equipment. \*
16. Alternative fuel vehicle infrastructure with priority on the alternative fueling corridors designated under 23 U.S.C. 151. \*

\* *Added eligibility from the FAST Act.*

MAP-21 initiated, and the FAST Act continues new performance-based planning provisions with State and MPO requirements including CMAQ performance plans, air quality and traffic congestion performance measures and targets, and associated reporting. MAP-21 and the FAST Act also contain specific emphasis on applying CMAQ funds to reduce emissions of fine particulate matter (PM2.5).

*References:*

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

<https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq13ig.cfm>

[www.fhwa.dot.gov/environment/air\_quality/cmaq/policy\_and\_guidance/2013\_guidance/index.cfm](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm)

More detailed eligibility information is provided below. These are examples of general project types eligible for CMAQ funding, excerpted from the second link above detailing FHWA’s CMAQ guidance. *For reference, examples of prior implementation in the NJTPA region are also noted.*

**1**. **Diesel Retrofits for On-Road and Non-Road Vehicles and Equipment**

MAP-21 continues the emphasis SAFETEA-LU placed on diesel engine retrofits and the various types of projects that fall under this broad category. These efforts are defined as vehicle replacement, repowering (replacing an engine with a cleaner diesel engine, alternative fuels, etc.), rebuilding an engine, or other technologies determined by the EPA as appropriate for reducing emissions from diesel engines. The legislation defines retrofit projects as applicable to both on-road motor vehicles and non-road construction equipment; the latter must be used in Title 23 projects based in nonattainment or maintenance areas for either PM or ozone.

The CMAQ funds may also be used to purchase and install emission control equipment on school buses.

In addition to equipment and technology, outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options are eligible investments. These projects could include the actual education and outreach program, construction or acquisition of appropriate classroom buildings, and other efforts to promote the use of retrofit technologies.

Non-road mobile source projects also are eligible for CMAQ funding. Most notably, a considerable amount of CMAQ support has been directed to locomotive retrofit and the acquisition of clean locomotives, such as railyard switchers and shunters that fit the generator-set criterion. Transportation projects that are part of an effort associated with EPA's Diesel Emissions Reduction Act (DERA) also may be eligible.

In addition to retrofit projects, upgrading long-haul heavy-duty diesel trucks with EPA and/or California Air Resources Board (CARB) verified advanced technologies, such as idle reduction devices, cab and trailer aerodynamic fixtures, and single-wide or other efficient tires, has been demonstrated by the EPA's Smart Way Transport Partnership Programto reduce NO*x* emissions and save fuel. These strategies also are eligible for CMAQ support. Such projects funded directly by CMAQ that involve the private sector should be part of a public-private partnership (PPP).

Many diesel retrofit projects involve private sector participation. States and local governments are encouraged to seek a higher non-federal match from those participants that ultimately will own the equipment. An even 50-50 split share between the federal CMAQ and all other sources has been a frequent compromise for many past projects in this arena.

*The NJTPA has successfully supported several diesel replacement/retrofit projects under this category: New Jersey’s Clean Construction Program with NJDOT and NJDEP; two Genset Locomotive Rehabs with the PANYNJ and CSX Railroad; and a pilot North Jersey Truck Replacement Program with the PANYNJ. These projects were developed from the above CMAQ guidance as well as two NJTPA case studies, Construction Contract Stipulations for Off-Road Vehicles and Equipment, and Program to Encourage Retrofit or Purchase of New Diesel Locomotive Engines for Freight; the PANYNJ’s Clean Air Strategy; New Jersey Executive Order #60; and the Northeast Diesel Collaborative’s Best Practices for Clean Diesel Construction.*

**2. Idle Reduction Technology (i.e. Truck Stop Electrification & On-Board Technology)**

Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting, a nonattainment or maintenance area are eligible for CMAQ investment. (The geographic requirement mainly applies to off-board projects, i.e., truck stop electrification efforts.) However, if CMAQ funding is used for an on-board project (i.e. auxiliary power units, direct fired heaters, etc.) the vehicle — usually a heavy- duty truck — should travel within, or in proximity to and primarily benefiting, a nonattainment or maintenance area. Idle reduction devices are verified by the EPA.

Commercial idle reduction facilities cannot be located within rest areas of the Interstate right-of-way (ROW).

**3. Traffic Signal Optimization and Intelligent Transportation Systems**

Congestion reduction and traffic flow improvements may include the following:

a. Traditional Improvements

Traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes, are eligible for CMAQ funding provided they demonstrate net emissions benefits through congestion relief.

b. Intelligent Transportation Systems (ITS)

ITS projects, such as traffic signal optimization projects, traffic management projects, and traveler information systems, can be effective in relieving traffic congestion, enhancing transit bus performance, support bicycle and pedestrians, and improving air quality. The following have the greatest potential for improving air quality:

* Regional multimodal traveler information systems
* Traffic signal control systems
* Freeway management systems
* Electronic toll-collection systems
* Transit management systems
* Incident management programs.

Projects or programs that involve the purchase of integrated, interoperable emergency communications equipment are eligible for CMAQ funding.

*The NJTPA has successfully supported the County Route 549 and County Route 631 Traffic Signal Optimization in Brick and Toms River Townships in Ocean County under this category. This project was developed from the above CMAQ guidance as well as an NJTPA case study, Traffic Signal Coordination; and a recommendation from the transportation element of the TNJ Plan. Similar needs have been identified in TNJ’s Local Demonstration Projects.*

**4. Intermodal Freight Transportation**

Projects and programs targeting freight capital costs — rolling stock or ground infrastructure — are eligible if air quality benefits can be demonstrated.

Freight projects that reduce emissions fall generally into two categories: primary efforts that target emissions directly or secondary projects that reduce net emissions.

Successful primary projects could include new diesel engine technology or retrofits of vehicles or engines. Eligibility under CMAQ is not confined to highway projects, but also applies to non-road mobile freight projects such as rail.

Secondary projects reduce emissions through modifications or additions to infrastructure and the ensuing modal shift. Support for an intermodal container transfer facility may be eligible if the project demonstrates reduced diesel engine emissions when balancing the decrease in truck VMT against the increase in locomotive or other non-highway activity. Intermodal facilities, such as inland transshipment ports or near/on-dock rail, may generate substantial emissions reductions through the decrease in miles traveled for older, higher-polluting heavy-duty diesel trucks. This secondary, indirect effect on truck traffic and the ensuing drop in diesel emissions helps demonstrate eligibility.

The transportation function of these freight/intermodal projects should be emphasized. Marginal projects that support freight operations in a very tangential manner are not eligible for CMAQ funding. Warehouse handling equipment, for example, is not an eligible investment of program funds. Warehouses, themselves, or other similar structures, such as transit sheds, bulk silos or other permanent, non-mobile facilities that function more as storage resources are not eligible. However, equipment that provides a transportation function or directly supports this function is eligible, such as railyard switch locomotives or shunters that fall into the generator-set or other clean engine category. Similarly, large-scale container gantry cranes, or other heavy-duty container handling equipment that is a clear link in the intermodal process can be eligible as well. Also, on the ground operations side of aviation, the purchase or retrofit of airport handling equipment can be eligible, including baggage handlers, aircraft tow motors, and other equipment that plays a role in this intermodal link.

*The NJTPA has successfully supported several diesel replacement/retrofit projects under this category: New Jersey’s Clean Construction Program with NJDOT and NJDEP; two Genset Locomotive Rehabs with the PANYNJ and CSX Railroad; and a pilot North Jersey Truck Replacement Program with the PANYNJ. These projects were developed from the above CMAQ guidance as well as two NJTPA case studies, Construction Contract Stipulations for Off-Road Vehicles and Equipment, and Program to Encourage Retrofit or Purchase of New Diesel Locomotive Engines for Freight; the PANYNJ’s Clean Air Strategy; and New Jersey Executive Order #60; and the Northeast Diesel Collaborative’s Best Practices for Clean Diesel Construction.*

**5. Transit Improvements**

Many transit projects are eligible for CMAQ funds. The general guideline for determining eligibility is whether the project increases transit capacity and would likely result in an increase in transit ridership and a potential reduction in congestion. As with other types of CMAQ projects, there should be a quantified estimate of the project’s emissions benefits accompanying the proposal. The FTA administers most transit projects.

a. Facilities

New transit facilities (e.g., lines, stations, terminals, transfer facilities) are eligible if they are associated with new or enhanced public transit, passenger rail, or other similar services. Routine maintenance or rehabilitation of existing facilities is not eligible, as it does not reduce emissions. However, rehabilitation of a facility may be eligible if the vast majority of the project involves physical improvements that will increase transit service capacity. In such cases there should be supporting documentation showing an expected increase in transit ridership that is more than minimal. If the vast majority of the project involves capacity enhancements, other elements involving refurbishment and replacement-in-kind also are eligible.

b. Equipment

Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices, are eligible if certified or verified by the EPA or CARB. Routine preventive maintenance for vehicles is not eligible as it only returns the vehicles to baseline conditions. Other than diesel engine retrofits, other transit equipment may be eligible if it represents a major systemwide upgrade that will significantly improve speed or reliability of transit service, such as advanced signal and communications systems.

c. Fuel

Conventional or alternative fuel is an eligible expense only as part of a project providing operating assistance for new or expanded transit service under the CMAQ program. This includes fuels and fuel additives considered diesel retrofit technologies by the EPA or CARB.

d. Operating Assistance

Operating assistance to introduce new transit service or expand existing transit service is eligible. Applicants should submit applications to the NJTPA Local Mobility Initiatives Program.

e. Transit Fare Subsidies

The CMAQ funds may be used to subsidize regular transit fares in an effort to prevent the National Ambient Air Quality Standards (NAAQS) from being exceeded, but only under the following conditions: The reduced or free fare should be part of a comprehensive areawide program to prevent such an anticipated exceedance. For example, "Ozone Action" programs vary in scope around the country, but they generally include actions that individuals and employers can take, and they are aimed at all major sources of air pollution, not just transportation. The subsidized fare should be available to the general public and may not be limited to specific groups. It may only be offered during periods of elevated pollution when the threat of exceeding the NAAQS is greatest; e.g., it is not intended for the entire high-ozone season. The fare subsidy proposal should demonstrate that the responsible local agencies will combine the reduced or free fare with a robust marketing program to inform SOV drivers of other transportation options. Because the fare subsidy is not strictly a form of operating assistance, it would not be subject to the five-year limit.

**6. Bicycle and Pedestrian Facilities and Programs**

Construction of bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips is eligible for funding.

Bicycle and pedestrian programs that are not supported under 23 CFR Part 652, Pedestrian and Bicycle Accommodations and Projects, also are not eligible for CMAQ funding. For example, under 23 CFR 652.9(b)(3), a non-construction bicycle project does not include salaries for administration, maintenance costs, and other items akin to operational support under 23 CFR 652.9(b)(3), and, therefore, these are not allowable CMAQ costs.

Additional activities related to bicycle and pedestrian programs can be supported by other elements of the Federal-Aid Highway Program. These efforts are described at the FHWA's Bicycle and Pedestrian Programs website. ([www.fhwa.dot.gov/environment/air\_quality/cmaq/policy\_and\_guidance/2013\_guidance/index.cfm#ftn51](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm#ftn51))

*The NJTPA has successfully supported several projects under this category including Passaic County’s Morris Canal Greenway construction in Paterson and Clifton. These projects were developed from the above CMAQ guidance as well as an NJTPA case study, Trip/Vehicle Miles Traveled Reduction Program; the TNJ Plan’s transportation element; the NJTPA’s Plan 2045 and Morris Canal Greenway Study. Similar needs have been identified in TNJ’s Local Demonstration Projects. For example, Connecting Community Corridors in the shore towns of Asbury Park, Bradley Beach and Neptune bicycle parking and racks at the train stations at Asbury Park and Bradley Beach.*

**7. Travel Demand Management**

Travel demand management (TDM) encompasses a diverse set of activities that focus on physical assets and services that provide real-time information on network performance and support better decision making for travelers choosing modes, times, routes, and locations. Such projects can help ease congestion and reduce SOV use contributing to mobility, while enhancing air quality and saving energy resources. Similar to ITS and value pricing, TDM programs seek to optimize the performance of local and regional transportation networks. The following activities are eligible in this program if they are explicitly aimed at reducing SOV travel and associated emissions:

* Fringe parking
* Traffic calming measures
* Parking pricing
* Variable road pricing
* Telecommuting/teleworking
* Employer-based commuter choice programs.

CMAQ funds may support capital expenses and, as discussed in Section VII.A.2, up to five years of operating assistance to administer and manage new or expanded TDM programs. Marketing and outreach efforts to expand use of TDM measures may be funded indefinitely, but only if they are broken out as distinct line items.

Eligible telecommuting activities include planning, preparing technical and feasibility studies, and training. Construction of telecommuting centers and computer and office equipment purchases should not be supported with CMAQ funds.

*The NJTPA has successfully supported several projects under this category through the its ongoing Local Mobility Program and the TMAs. These projects were developed from the above CMAQ guidance as well as an NJTPA case study, Trip/Vehicle Miles Traveled Reduction Program, the TNJ Plan’s transportation element and Plan 2045.*

**8. Public Education and Outreach**

The goal of CMAQ-funded public education and outreach activities is to educate the public, community leaders, and potential project sponsors about connections among trip making and transportation mode choices, traffic congestion, and air quality. Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices. More important, an informed public is likely to support larger regional measures necessary to reduce congestion and meet Clean Air Act requirements.

A wide range of public education and outreach activities are eligible for CMAQ funding, including promoting new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creatives), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, transit store operations, and any other activities that help advance less-polluting transportation options.

Using CMAQ funds, communities have disseminated many transportation and air quality public education messages on a variety of topics, including vehicle maintenance; trip chaining to reduce SOV travel, telecommuting and using alternate modes; fueling properly; observing speed limits; anti-idling regulations; and eliminating “jack-rabbit” starts and stops.

Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.

*The NJTPA has successfully supported several projects under this category through the its ongoing Local Mobility Program and the TMAs. These projects were developed from the above CMAQ guidance as well as an NJTPA case study, Auto Idle Reduction Education Awareness Program.*

**9. Carsharing**

MAP-21 specifically highlights carsharing projects in the amended section on traffic demand. These efforts involve the 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. As with any CMAQ project, sponsors need to demonstrate the carsharing program reduces emissions. If program-wide emissions reduction cannot be demonstrated, CMAQ funding may be available to support vehicle costs under Alternative Fuels and Vehicles eligibility.

**10. Extreme Low-Temperature Cold Start Programs**

Projects intended to reduce emissions from extreme cold-start conditions are eligible for CMAQ funding. Such projects include retrofitting vehicles and fleets with water and oil heaters and installing electrical outlets and equipment in publicly owned garages or fleet storage facilities.

**11. Training**

States and MPOs may use federal**-**aid funds to support transportation workforce training and educational development. FHWA encourages state and local officials to weigh the air quality benefits of such training against other cost-effective strategies detailed elsewhere in this guidance before using CMAQ funds for this purpose. Training funded with CMAQ dollars should be directly related to implementing air quality improvements and needs FHWA Division office approval.

**12. Innovative Projects**

State and local organizations have worked with various types of transportation services to better meet the travel needs of their constituents. These innovative projects also may show promise in reducing emissions, but do not yet have supporting data. FHWA has supported and funded some of these projects as demonstrations to determine their benefits and costs. Such innovative strategies are not intended to bypass the definition of basic project eligibility but seek to better define the project’s future role in strategies to reduce emissions.

Qualifying transportation projects are expected to reduce emissions by decreasing VMT, fuel consumption, congestion, or by other factors. FHWA encourages states and MPOs to creatively address their air quality problems and to consider new services, innovative financing arrangements, PPPs, and complementary approaches that use transportation strategies to reach clean air goals.

Given the untried nature of these innovative projects, before-and-after studies should be completed to determine actual project impacts on air quality as measured by net emissions reduced. These assessments should document the project’s immediate impacts in addition to long-term benefits. A schedule for completing the study should be a part of the project agreement. Completed studies should be submitted to the FHWA Division office within three years of implementation of the project or one year after the project's completion, whichever is sooner.

**13. Alternative Fuels and Vehicles**

FHWA supports eligibility of alternative fuels and vehicles only for the incremental cost between the conventional fuel/vehicle and the alternative fuel/vehicle and limited to the marginal emissions-reducing elements of the alternative fuel vehicles that are acquired through PPPs or that are purchased by public sponsors.

Generally, CMAQ support for alternative fuel vehicle projects can be broken into the following areas:

*Infrastructure*

Except as noted below, establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative fuel vehicles is an eligible expense, unless privately-owned fueling stations are in place and reasonably accessible. Fueling facilities can dispense one or more of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel or provide recharging for electric vehicles. Additionally, CMAQ funds may support converting a private fueling facility to support alternative fuels through a public-private partnership agreement. Regarding the prohibition of commercial activities in the Interstate ROW, CMAQ-funds may be used to establish or support refueling facilities within the Interstate ROW, providing these services are offered at no charge.

*Non-transit Vehicles*

CMAQ funds may be used to purchase publicly-owned alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others. However, only publicly owned vehicles providing a dominant transportation function can be fully funded, such as paratransit vans, incident management support vehicles, refuse haulers, and others. Costs associated with converting fleets to run on alternative fuels are also eligible. When non-transit vehicles are purchased through PPPs, only the cost difference between the alternative fuel vehicles and comparable conventional fuel vehicles is eligible. Such vehicles should be fueled by one of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel.

Eligible projects also include alternatives to diesel engines and vehicles. Alternative fuel vehicle projects that are implemented as diesel retrofits and involve the replacement of an operable engine — not standard fleet turnover — would be eligible for full federal participation, i.e. an 80 percent federal share of the full vehicle cost.

*Hybrid Vehicles*

Although not defined by the Energy Policy Act of 1992 as alternative fuel vehicles, certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ investment. Hybrid vehicle models that are in part the focus of state legislation addressing HOV exemptions for alternative fuel and low emissions vehicles are considered eligible for CMAQ support. Other hybrid vehicles will be assessed on a case specific basis, as there is no specific EPA regulation available to rate the lower emissions and energy efficiency advantages of the models involved**.**

Projects involving heavier vehicles, including refuse haulers and delivery trucks, also may be appropriate for program support. Eligibility should be based on a comparison of the emissions projections of these larger candidate vehicles and other comparable models.

*Recently, the NJTPA’s TCAM program funded electric vehicle charging stations in strategic locations across the NJTPA region through NJDEP’s* ***It Pay$ to Plug In*** *program.*

**TRANSPORTATION CLEAN AIR MEASURES (TCAM)**

**Full Proposal Format**

Thank you for your interest in the NJTPA’s competitive TCAM program supported by local Congestion Mitigation and Air Quality (CMAQ) funds. This application is to be completed ONLY by sponsors who submitted a successful thumbnail sketch and have been asked by the NJTPA to advance their project to full proposal.

**FFY:** (2021, 2022, 2023): What year(s) are you applying for?

**SECTION 1: GENERAL PROJECT INFORMATION**

Project Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Project Location: (including map) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

County(s ): \_\_\_\_\_\_\_\_\_\_\_\_\_ \*Municipality(s): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Applicant: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Implementing Agency: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Contact Person: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Title/ Position: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Organization: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Address: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Phone: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Email: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Fax: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*\* If a municipality or TMA is applying on its own, a letter of support is required from the county.*

Project Type: Retrofit\_\_\_\_\_\_ Replacement\_\_\_\_\_\_ Program\_\_\_\_\_\_

Project Duration: (start and end dates) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Project Description: (limit to 10 lines) (Include an estimate, in years, of the useful life of this project.)

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Project Need: Explain the need for this project. Which goals & strategies in the NJTPA’s *Plan 2045: Connecting North Jersey* does it address? (limit to 6 lines)

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

How does this project connect to other plans or efforts at the local, regional or state levels?

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Project Benefits: Explain the expected quantitative and qualitative benefits from this project, such as pollutant emissions, traffic congestion, noise, fuel savings, community issues, environmental justice, etc. Identify methodology used. See page 26 for further guidance.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Project Benefits: When will the above benefits occur? (immediate, mid-term, long-term)

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Is this project part of a larger strategy to reduce emissions and recognize other environmental, social and economic benefits? If so, please describe.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Do you anticipate any future projects resulting from the success of this one?

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Primary Mode Supported: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Is the project multi-jurisdictional beyond the NJTPA region? Yes \_\_\_\_ No\_\_\_\_

If yes, has the applicant received concurrence or funding

from the other jurisdiction(s)? (Please include documentation) Yes \_\_\_\_ No\_\_\_\_

Does this project advance a recommendation(s) from a specific plan, study or legislation?

Please list and include the date (e.g., MAP-21, FAST Act; Plan 2045; TNJ Plan; and the New Jersey State Energy Plan, etc.)

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Describe any supportive local policies/regulations that this project addresses?

(e.g. specific air quality emissions goals etc.)

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Please provide any additional information that supports this project.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

How will all equipment acquisitions for this project meet the Buy America requirements (See <https://www.fhwa.dot.gov/construction/contracts/buyam_qa.cfm>) of the CMAQ program?

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Describe how any proposed technology (if applicable) meets EPA standards.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

­­­­­­­­­­­­­­­­­­­­­­­­­­­Has your agency or jurisdiction been approved to receive and expend other federal funds? If so, please provide details.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**SECTION 2: PROJECT DETAILS**

Start Date: \_\_\_\_\_\_\_\_\_\_ End Date: \_\_\_\_\_\_\_\_\_\_

Estimated Funding ($): Indicate the amount of funding requested from the NJTPA. Note that the greater the contributions from other sources, the greater the likelihood of a successful application. The remaining funding must be clearly identified and committed. Please include commitment letters from other sources.

1. NJTPA $\_\_\_\_\_\_\_\_\_\_
2. Applicant $\_\_\_\_\_\_\_\_\_\_
3. Other $\_\_\_\_\_\_\_\_\_\_

**TOTAL $\_\_\_\_\_\_\_\_\_\_**

Can the applicant guarantee that if this proposal is funded, the benefits of this project will occur in northern and central New Jersey?

**Please note that matching funds for the CMAQ program must come from non-federal sources.**

Cost Effectiveness:

Is this project cost-effective based on fair market value for similar projects? If a cost-effectiveness measure is applicable to the project, please include it here. For example, how much will the project cost per tons per year of pollutant emissions reduced?

Project Timeline:

A project timeline must be included identifying start and end dates as well as key milestones as the project advances.

Project Outcomes:

Identify the expected outcomes of the project.

Submission and Questions to:

Liz DeRuchie

Manager, Air Quality

North Jersey Transportation Planning Authority

One Newark Center, 17th Floor

Newark, NJ 07102

[liz@njtpa.org](mailto:liz@njtpa.org)

973-639-8446

**NJTPA 2021-2023 CMAQ/TCAM PROGRAM**

**HOW TO APPLY**

See page 8 for specific instructions on how to apply.

The NJTPA will review applications to verify eligibility for federal CMAQ funding. This includes requirements discussed in the guidance above, such as specific FAST Act/MAP-21 and CMAQ program regulations (including Buy America requirements and implementation in NJTPA region maintenance, or non-attainment areas).

Applications will be reviewed by a Technical Review Committee based on the criteria below. Recommendations will be presented to the NJTPA Project Prioritization Committee and Planning and Economic Development Committee for endorsement and then to the NJTPA Board of Trustees for approval. Approved projects will be submitted to the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) for federal authorization of funds.

**SELECTION CRITERIA**

* Achieves primary CMAQ goals of reducing air pollutants and/or traffic congestion

10 points

* Has an immediate impact on pollution reduction and congestion mitigation

10 points

* Reduces fine particulate matter (PM2.5) pollution

10 points

* Innovative approach, potential as a pilot/model for replication elsewhere in the region or for other follow-up action

10 points

* Complements (not duplicates) other environmentally beneficial public/private sector projects/activities

7 points

* Achieves secondary goals, e.g., fuel costs, reduce VMT, noise, community issues

7 points

* Advances a recommendation(s) from a specific plan, study or legislation

3.75 points

* Located in an NJTPA maintenance or non-attainment area

3.75 points

* Potential for cross-jurisdictional partnership

3.75 points

* Considers the needs of and specifically benefits environmental justice/low-income/minority communities

7 points

* Reasonable cost/cost-effectiveness

7 points

* Local funding match meets or exceeds requirements and source is identified

3.75 points

* Ability to realistically implement in the specified timeframe

7 points

* Project sponsor/manager has demonstrated successful implementation of programs/projects as contracted with the NJTPA

10 points

**EMISSIONS ESTIMATE GUIDANCE**

**Pollutant Key**

**O3**:Ozone

**VOCs**: Volatile organic compounds (contributes to ozone/smog)

**NOx**: Nitrogen oxides (contributes to ozone/smog)

**CO**: Carbon monoxide

**PM2.5**: Fine particulate matter

**GHG**: Greenhouse gases, such carbon dioxide

Transportation Clean Air Measures applications must provide quantitative and/or qualitative estimates (as quantitative as possible) of the emissions benefits of proposed projects in terms of air pollution from mobile sources in the NJTPA region. This should particularly refer to the reduction of pollutants with National Ambient Air Quality Standards (NAAQS) identified by EPA and for which portions of the NJTPA region are in non-attainment or maintenance status: ozone (O3)–with VOC and NO*x* precursors, carbon monoxide (CO), and fine particulate matter (PM2.5).

For the TCAM portion of the program, all projects that advance past the thumbnail phase must submit emissions reduction analysis as part of their full application. Projects will be evaluated on their air quality benefits using the methodology of the applicant’s choice subject to acceptance by the NJTPA. (Applications must fully describe the methodology used for the analysis). As appropriate and feasible, factors that would contribute to identified benefits, such as shifts in travel modes, reductions in vehicular trips, ridesharing, vehicular speeds, or amount of vehicle idle time, should be quantified.

The NJTPA can provide direction to applicants wanting to run their own emissions reductions calculations. For applicants unable to run emissions reduction calculations, the NJTPA can provide assistance with tools developed for NJDOT, FHWA and USEPA. The appropriate tool to use will depend on the project type. Each project type has a specific set of inputs and applicants will be expected to provide the NJTPA these inputs specific to the project. The results of emissions analysis will enable projects to be rated based on reductions in pollutants (see key) and other factors noted above.

It is recognized that reliable quantitative analysis of emissions reductions may be challenging for some projects. A variety of standard resources in the literature may be helpful. One fairly comprehensive resource is a FHWA study on evaluating CMAQ projects available at:

[https://www.fhwa.dot.gov/ENVIRONMENT/air\_quality/cmaq/research/safetea-lu\_phase\_1/appendix\_c/index.cfm](https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/research/safetea-lu_phase_1/appendix_c/index.cfm%20)

Applicants can also research the relative effectiveness of CMAQ projects, at: <https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/>

FHWA developed an introduction to the CMAQ program online video with useful information:

<https://www.youtube.com/watch?v=XKXcs0WtNHA&feature=youtu.be>