

JCS
3/4/2010

CMAQ Project Selection

DOTD will issue a call for projects from qualified applicants during even numbered years. The State, MPOs, parishes, and municipalities in areas that qualify for CMAQ funds can submit applications. All applications will be required to have a stage 0 document and an air quality analysis. Proposed projects and the air quality analysis shall be in conformance with FHWA current guidance.

Applications will be reviewed and chosen by a selection committee consisting of the following individuals:

- DOTD's Transportation Planning Engineer
- DOTD's Air Quality Engineer
- DOTD Road Design representative
- FHWA representative (ex officio)
- LA DEQ representative
- DOTD Public Transit Administrator

Projects being considered will be graded on both quantitative and qualitative benefits. As per FHWA's guidance:

Although quantitative analysis of air quality impacts is expected for almost all project types, an exception will be made when it is not possible to accurately quantify emissions benefits. In these cases, qualitative assessments based on reasoned and logical determinations that the projects or programs will decrease emissions and contribute to attainment or maintenance of a NAAQS are acceptable.

APPROVED
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P & R PROGRAM MANAGER
FEDERAL HIGHWAY ADMINISTRATION
as dated above

Congestion Mitigation Air Quality

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 FEDERAL HIGHWAY ADMINISTRATION
 DATE: *as dated on page (1)*

Transportation
 Planning
 Section

DOTD Districts, MPO's, Parishes, and
 Municipalities *

Initial List of Projects in Priority
 (including scope, cost and air
 quality analysis)

CMAQ Team
 DOTD's Transportation Planning Engineer
 DOTD's Air Quality Engineer
 DOTD's Road Design Representative
 FHWA Representative
 LA DEQ Representative
 Transit Representative

Final List of Projects

Transportation Planning Section
 PREPARE PROGRAM

Performance Indicators
 Emissions Benefits

* Areas that qualify for CMAQ Funds

Project Selection Tool

The following was developed as a guide for applicants and sponsors to provide examples of relative priority levels within five project categories. Individual projects may rate higher (or lower) if circumstances warrant. The matrix priority is based on relative anticipated emissions benefit and cost effectiveness. The five categories are independent of one another and not considered directly comparable relative to anticipated emissions benefits; therefore a high ranked Traffic Flow Improvement project may be equivalent to a medium ranked TDM project. Expanded matrix definitions are included below. The Tool will serve as a guide, not the sole determinant for the rating. ✓

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Project Selection Tool for CMAQ Projects

see as dated on page

Priority	Traffic Flow & ITS	Alternative Fuel / Diesel Retrofits	Transit / Diesel Retrofits	TDM	Bike/Ped
High Priority	Traffic signal coordination Intersection Improvements (CMAQ routes and roundabouts)	Idling Controls Diesel Fleet Conversion/Retrofit Purchase (start-up or expansion) of alternative fuel fleet (non-transit) vehicles Passenger Vehicle IM Controls	Fleet retrofitting Start-up or expansion of alternative fuel transit vehicles	Employer incentives Alternative transportation incentive program (ex. transit incentives) Carpool/Vanpool programs, startup or expansion PR, Advertising, and Outreach (employer & school) Improved transit information to the Public Congestion/Value Pricing	New Bike/Ped facilities providing direct access to existing transit and/or schools
Medium Priority	Roadway ITS Transit ITS Speed Limit Enforcement Intersection Improvements (Low truck traffic volume) Intermodal Freight Improvements Access Management Incident Management Improvements	Clean Fuel Incentive Programs, Infrastructure or Vehicles Heavy Duty IM Controls	Transit startup or expansion Start-up or expansion of diesel transit vehicles	Startup or Expansion of Employer Services Organizations	New Bike/Ped facilities linking existing bike/ped facilities (addresses "missing link" sections) Installing pedestrian or bike access to facilitate high use during peak travel times (access to major destinations)
Low Priority	Interoperable Communications HOV Lanes	Vehicle repair subsidy (in IM areas)		Park and ride lots Shared car program	Pedestrian and bicycle projects intended primarily for use during non-work trip times

-Transportation Controls Measures in the SIP have the greatest Priority

-Projects consisting of aspects that can be a combination of multiple descriptions may receive a higher priority ranking

-Interoperable communications is the exchanging of data in a quick and efficient manner so agencies from different jurisdictions or different locations can act promptly to remedy a situation. Interoperable communications is eligible for CMAQ funds.