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.
Diagram:

1. Transportation Planning Section
2. DOTD Districts, NPOs, Parishes, and Municipalities *
3. Initial List of Projects in Priority (including scope, cost, and air quality analysis)
4. CMAQ Team
   - DOTD's Transportation Planning Engineer
   - DOTD's Air Quality Engineer
   - DOTD's Road Design Representative
   - FHWA Representative
   - LA DEQ Representative
   - Transit Representative
5. Final List of Projects
6. Transportation Planning Section
7. PREPARE PROGRAM
8. Performance Indicators
   - Emissions
   - Benefits

* Areas that qualify for CMAQ Funds

APPROVED

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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.

Project Selection Tool for CMAQ Projects

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

- 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.