

Project Development Workbook

Congestion Mitigation & Air Quality Improvement Program / Carbon Reduction Program

2025 Call for Projects

For the St. Louis Region

Guidance Document for CMAQ/CRP Project Development

The Project Development Workbook, application form, and supplemental materials are available for download on the EWG Call for Projects web page: <https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/tip-call-for-projects-2025/>



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 2024

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CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM / CARBON REDUCTION PROGRAM – PROJECT DEVELOPMENT WORKBOOK

I. INTRODUCTION

This Workbook is intended to provide information and reference material to project sponsors in completing applications for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRP) funding available through the East-West Gateway Council of Governments (EWG). These programs are funded through the Federal Highway Administration (FHWA).

- CMAQ provides flexible funding that may be used to reimburse eligible project sponsors for projects or programs that will contribute to attainment of the National Ambient Air Quality Standards (NAAQS), with a focus on reducing the precursors of ozone formation – volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) – as well as carbon monoxide (CO) and particulate matter (PM).
- CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road sources.

II. PROGRAM INFORMATION

BACKGROUND

Originally authorized under the Intermodal Surface Transportation Efficiency Act (ISTEA), which was signed into law in 1991, CMAQ was most recently authorized by the current federal transportation funding act, the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. The IIJA legislation established CRP, providing funding beginning in FY 2022.

POLICY FRAMEWORK

A metropolitan planning organization (MPO) is required to develop a fiscally constrained long-range transportation plan and a Transportation Improvement Program (TIP). EWG, as the designated MPO for the St. Louis region, selects projects in accordance with the principles and performance management framework identified in the long-range transportation plan, *Connected 2050* (adopted June 2023). The TIP contains the financial and implementation schedule for all projects receiving federal transportation funding in the St. Louis region, including CMAQ/CRP funds.

Projects must comply with the Regional Intelligent Transportation Systems (ITS) Standards as set forth in the *St. Louis Regional ITS Strategic Deployment Plan and Architecture Report* as well as the *Congestion Management Process* (CMP). The CMP is an objectives-driven and performance-based approach to defining and managing congestion that makes the transportation system performance and congestion management a core activity, as opposed to an isolated standalone process and function.

To access CRP funds, IIJA required each state to develop a Carbon Reduction Strategy, in consultation with the MPO, that identifies projects and strategies that support the reduction in carbon emissions from on-road transportation and it suited to the density and context of the state. Provided below are the Carbon Reduction Strategies produced by the Illinois Department of Transportation (IDOT) and the Missouri Department of Transportation (MoDOT):

IDOT Carbon Reduction Strategy

https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/memos---letters/environment/IDOT%20Carbon%20Reduction%20Strategy_with%20Appendices_FINAL.pdf

MoDOT Carbon Reduction Strategy

https://www.modot.org/sites/default/files/documents/MoDOT%20CRS_web.pdf

III. ELIGIBILITY INFORMATION

PROJECT LOCATION

To be eligible to receive CMAQ funds, eligible project sponsors must be located within an area classified as nonattainment or maintenance of the NAAQS within the MPO. The MPO contains areas of nonattainment or maintenance for ozone. Both CMAQ and CRP funds are available for projects located in the entirety of Madison, Monroe, and St. Clair counties in Illinois, and Franklin, Jefferson, St. Charles, and St. Louis counties and the city of St. Louis in Missouri.

ELIGIBLE PROJECT SPONSORS

Eligible project sponsors to receive CMAQ/CRP funds are limited to city, county, state, or transportation-related government agencies, such as Bi-State Development, Madison County Transit District, Great Rivers Greenway (GRG), townships, and special road districts located within EWG’s MPO boundary. School districts and not-for-profit agencies are not eligible project sponsors, but may partner as secondary sponsors with any eligible project sponsor. Public-private partnerships are permitted when a private entity partners as a secondary sponsor with an eligible project sponsor (CMAQ only).

Note: if a project has received MoDOT Cost Share funds or intends to submit a Cost Share application in the future, the project sponsor for the CMAQ/CRP application must be the same as the MoDOT Cost Share application.

PROJECT ELIGIBILITY

Each project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and CMAQ projects must be located in or primarily benefit a nonattainment or maintenance area.

Generally, CMAQ improvements fall into one of 10 general categories, although other related activities may also be eligible. A list of eligible CMAQ activities is available in [Appendix A](#). A list of eligible CRP activities is available in [Appendix B](#).

INELIGIBLE ACTIVITIES

Activities not eligible for CMAQ/CRP funding include, but are not limited to:

- Roadway projects that add new capacity for single occupant vehicles.
- Projects that do not meet the specific eligibility requirements of Titles 23 and 49, United States Code. This includes routine maintenance and rehabilitation activities such as rehabilitation or reconstruction of bridges as well as resurfacing, reconstructing, or repairing roads. Other funding sources such as STP-S are available for these activities.
- Administrative costs of the CMAQ program may not be defrayed with program funds.

AVAILABLE FUNDING

Since the current federal transportation legislation expires at the end of FY 2026, some uncertainty remains about the level of funding available for programming by EWG for FYs 2027-2029. Considering this, EWG looks to recent historical levels of funding to provide a reasonable estimate of the resources available for programming purposes. For this project solicitation, EWG anticipates the following funding targets; however, these estimates are subject to change:

Region	CMAQ	CRP
Illinois:	Approximately \$13 million	Approximately \$1 million
Missouri:	Approximately \$32 million	Approximately \$15.5 million

MATCH REQUIREMENTS

A local match is required to pay for at least 20% of the total eligible project cost for each phase of work (i.e., preliminary engineering, right-of-way acquisition, and construction, including construction engineering) for most projects. Carpool/vanpool marketing and vanpool acquisition activities may be reimbursed up to 100%. A local match of at least 50% is required for public-private partnerships.

Project sponsors must have sufficient funds available to pay for the non-federal share of project expenditures. If the sponsor is receiving funding from any other agency to provide part of the local match, the sponsor must include a letter from the other agency committing to financially participate and approving the scope of work. If a sponsor intends to request funding from a third party in the future, a letter from the third party is required to show their support for the project scope in the application. Potential third-party match sources cannot alter the approved scope of work. Federal funds identified in the IIJA or prior authorizations may not be used as match. Other federal funds such as Community Development Block Grant may be permitted, however, please check with EWG staff prior to including as match.

Use of in-kind donations from third parties in lieu of local funds for match will be considered on a case-by-case basis. Third-party donations could include materials, land, or services that will be incorporated into the project. Federal requirements may restrict the situations in which in-kind donations for match can be used. Project sponsors must notify EWG staff prior to the submission of the application and identify on the application form if use of in-kind donations for match is requested. The respective state department of transportation, on behalf of FHWA, must approve use of in-kind donations in lieu of local funds for match prior to performing reimbursable work. The respective state department of transportation will work with project sponsors to establish the eligibility and value of in-kind donations.

FUNDING TYPE

CMAQ/CRP are both federal reimbursement programs. Project sponsors must have the capacity to cover project costs from the beginning of the project to implementation. Project sponsors will enter into funding agreements with their respective state department of transportation. These agreements will detail how and when eligible expenses will be reimbursed to the project sponsor. Keep in mind that the federal funds allocated to a project are fixed based on the year of application. The project sponsor must pay all costs incurred in excess of the federal funding allocated to the project, even due to future changes due to inflation or fuel prices. Therefore, it is important to develop a good estimate for the project application that accounts for contingencies and inflation. Any work begun prior to state department of transportation approval will not be federally reimbursed.

OTHER ELIGIBILITY REQUIREMENTS

To sponsor an CMAQ/CRP project, an agency must follow the state and federal rules for using federal funds:

- The project must meet at least one of the eligible CMAQ/CRP activities.
- The funded activities must be accessible to the general public or targeted to a broad segment of the population.
- The project sponsor must maintain all records and receipts as required by procedures established by FHWA, Federal Transit Administration (FTA), and IDOT or MoDOT.
- All project sponsors must certify that matching funds are available to implement the project.
- All applications must indicate the Person of Responsible Charge for each phase of work.
 - Missouri project sponsors and consultants are required to complete Local Public Agency (LPA) Basic Training to be certified as a Person of Responsible Charge. This training must be completed online prior to federal funds being obligated for the project. Certification is valid for two years.
 - MoDOT Local Public Agency Basic Training Program: <https://www.modot.org/training-opportunities>

- All project sponsors are required by law to comply with the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964.
- All project sponsors are required by law to comply with Buy America.
- All project sponsors must certify that the project will adhere to the Uniform Relocation and Real Property Acquisition Policies Act of 1970.
- Missouri project sponsors must certify that the project will comply with the Policy on Reasonable Progress.
- Projects that contain Intelligent Transportation Systems (ITS) components or impact ITS must include the ITS Architecture Project Consistency Statement.
- The funded activity must provide public access for at least 25 years. The property must be either owned by the project sponsor or involve a permanent lease.
- The project sponsor must demonstrate adequate plans for and commit to ongoing maintenance costs for the expected life of the project, which should be at least 25 years.

IV. PROJECT DEVELOPMENT PROCESS

SCHEDULE AND FINANCIAL PLAN

Sponsors are required to completely fill out a project development schedule and financial plan in the application. If a realistic schedule and financial plan is not incorporated at the time of application, it could lead to cost overruns and project delays. Cost overruns due to inflation and commodity increases are the responsibility of the sponsor. The goal of the federal-aid program is for sponsors to deliver their projects.

In both Illinois and Missouri, federal funds can be programmed on preliminary engineering, right-of-way acquisition, and construction/construction engineering. Keep in mind that no more than one federally reimbursable phase of work can be scheduled in the same fiscal year.

Schedules will vary for each project, and this will depend on if preliminary engineering and/or right-of-way acquisition is locally funded, or the project does not require right-of-way acquisition. Progress towards implementation will be measured against the schedule submitted by the sponsor.

Below details the funding availability by fiscal year and phase of work:

FY 2026 -	- Preliminary engineering (PE) <u>or</u> right-of-way (ROW) acquisition <i>if</i> PE is locally funded - Transit flex, diesel retrofits, rideshare
FY 2027 -	- Right-of-way (ROW) acquisition <u>or</u> construction (including construction engineering) - Transit flex, diesel retrofits, rideshare
FY 2028 -	- Construction (including construction engineering) - Transit flex, diesel retrofits, rideshare

Note:

- **If the project has extensive environmental/cultural impacts and right-of-way acquisition (e.g., sidewalk/shared-use path projects), it is recommended to program construction/construction engineering in FY 2029.**
- Plan accordingly for utility and/or railroad coordination. Utility relocation and railroad coordination can become one of the greatest risk factors to the schedule and cost of the project.
- The evaluation of environmental and cultural impacts must be submitted as early as possible in the design process to ensure sufficient time for reviews and clearances. It is suggested to start the process no more than 180 days after the sponsor is awarded the project.
- Many stages can occur concurrently.

USING FEDERAL FUNDS FOR TRANSPORTATION PROJECTS

If you cannot afford to build a project solely with local resources, federal funds may be an option. However, it is essential to consider the regulatory and administrative challenges associated with these funds. Projects funded through federal monies require specific standards, business practices, construction management, and local matching funds. These requirements can add time, cost, and complexity to your project (e.g., right-of-way, utilities, and environmental impacts can add months or years to a project). Please familiarize yourself with what a federal-aid project entails:

IDOT Bureau of Local Roads and Streets Manual

<https://public.powerdms.com/IDOT/documents/2096656/Local%20Roads%20and%20Streets%20Manual>

MoDOT Local Public Agency Policy

http://epg.modot.org/index.php?title=Category:136_Local_Public_Agency_%28LPA%29_Policy

POLICY ON REASONABLE PROGRESS – MISSOURI

EWG has a Policy on Reasonable Progress for Missouri sponsors. Sponsors must certify in the application that failure to meet all of the reasonable progress requirements will result in the federal funds being revoked. Reasonable progress will have been made if the project has advanced to the point of obligating all federal funds programmed for that project by September 30 in the fiscal year identified in the project development schedule, for each federally funded phase of work. If a project is delayed due to circumstances beyond their control, the sponsor can request a project extension for the construction phase, however, this should not be typical practice. Sponsors are required to report on the project each month, and lack of responsiveness resulting in missed milestones or deadlines can impact funding or schedule extension requests.

Note: a sponsor may request to advance a project; there is no penalty with advancing projects.

COORDINATION BETWEEN AGENCIES

Project sponsors need to coordinate with other affected agencies in the project limits. Letters of support must be submitted to EWG no later than **March 7, 2025**.

- The project sponsor must include a letter from the agency with jurisdiction over the facility stating its approval of and cooperation on the project.
- If the project is impacting signals owned by a different jurisdiction, a letter of coordination is required.
- Requests for letters of support for projects that impact MoDOT facilities should be submitted to the Area Engineer by **January 7, 2025**. A checklist outlining the minimum project information to be submitted with the support letter request is available from MoDOT's Area Engineer. MoDOT may withhold letters of support if the project sponsor fails to adequately address impacts to MoDOT's facilities. Visit MoDOT's website at www.modot.org/areaengineers for an interactive map to determine the appropriate Area Engineer contact.
- Request for letters of support that impact IDOT facilities should be submitted to the Local Roads Field Engineer by **January 7, 2025**. IDOT may withhold letters of support if the project sponsor fails to adequately address impacts to IDOT's facilities.
- If the project is on a transit route and the project impacts transit stops (i.e., adding an ADA bus pad, relocating bus stop) along the corridor, provide a letter from the transit agency (i.e., Bi-State Development, Madison County Transit District, St. Clair County Transit District) with their review and comments on the project. Requests for letters of support should be submitted to the transit agency by **January 7, 2025**. Please contact EWG staff for contacts at these agencies.
- For traffic flow project type applications only, traffic volumes must be based on present conditions/land use. If a sponsor anticipates a large development to open prior to the year of construction, it must provide its methodology to EWG staff no later than **January 7, 2025**, for

approval to use proposed traffic volumes based on the anticipated development. Exceptions will not be granted to sponsors who miss this deadline and the project application will be rejected.

- If the sponsor is submitting a joint application with an adjoining jurisdiction, one agency may submit the application as the primary sponsor. A letter of support (both project and financial) to document participation is required from the adjoining jurisdiction.
- Project sponsors must have sufficient funds available to pay for the non-federal share of project expenditures. If the sponsor has funding from a third-party, a letter is required from the third-party which shows their support for the project scope in the application and that they are providing funding.
- If a sponsor intends to request funding from a third-party in the future, a letter from the third-party is required to show their support for the project scope in the application. Potential third-party match sources cannot alter the approved scope of work.
- Public-private partnership projects require a letter from each participating private entity that documents the availability of funding to cover local match.

V. SUBMITTAL PROCESS

DEADLINE, APPLICATION, AND SUBMITTAL INSTRUCTIONS

The call for projects begins **November 4, 2024** and ends on **February 7, 2025** at 4:00 pm. Applications received after the deadline will not be accepted.

The application form is provided in PDF format and allow project sponsors to fill-in the necessary information. Viewing and utilizing the applications will require the installation of Adobe Reader. A free download of the software can be obtained here: <http://get.adobe.com/reader/>. **Please save the application to your computer before filling out the necessary information.** Rename the PDF file using the following format: 2025CMAQ_[Sponsor]_[Project Name].pdf. Additional pages may be attached to the application if necessary to address questions in the application.

Sponsors must email the completed application and necessary attachments as a single .pdf document to EWG at cmag@ewgateway.org. This includes the CMAQdata spreadsheet. Failure to include the required data in the CMAQdata spreadsheet for the type of project will result in the rejection of the project application. The electronic submission must include scanned signatures and attachments. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. Please submit electronic versions only; hard copies will not be accepted. The information provided in this application is public record.

APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is ½ of 1% of the federal funds being requested. For example, a project sponsor requesting \$800,000 in federal funding would be required to pay a \$4,000 application fee. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit. If the project is not recommended for funding, the application fee will be refunded. The refund process takes approximately two months after the EWG Board of Directors acts on final approval of the project list.

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the EWG web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by **February 7, 2025**.

For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by **February 14, 2025**.

VI. SELECTION PROCESS

EMISSION REDUCTION ESTIMATES

All CMAQ funded projects and programs require assessment and documentation of air quality benefits. The project sponsor is required to include the CMAQdata spreadsheet along with the final project application. The emission reduction estimates are generated using the Environmental Protection Agency's (EPA) Motor Vehicle Emission Simulator (MOVES) model. With respect to air quality analysis, every effort will be made to ensure that determinations of air quality benefits are credible and based on a consistent and logical analytical procedure that will yield quantitative estimates of emission reductions. The MOVES model generates emission reductions for VOCs and NO_x.

Although quantitative analysis of air quality impacts is required whenever possible, some projects may not lend themselves to such analysis because of the size or scope of the project or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reasoned and logical examination of how the project or program will decrease emissions and contribute to attainment of NAAQS will be used.

Specific data inputs have been identified which are needed to evaluate estimated emission benefits for the project categories eligible under the CMAQ program. The data needs/inputs for projects being submitted for consideration under the CMAQ program are indicated on the CMAQdata spreadsheet. A traffic engineering analysis is required for all roadway projects. Additional data may be requested of the project sponsors to estimate emission reductions. The spreadsheet is available for various project types such as traffic flow improvements, intersection, transit bus replacements, rideshare marketing and transit education/outreach, bicycle or pedestrian improvements, park and ride, and marine engine replacements. Contact EWG staff by **January 7, 2025** if the CMAQdata spreadsheet does not include the proposed project type.

Emission reduction is calculated based on the present conditions (before) and conditions following construction (after). The after data should reflect conditions in the year of construction. For example, if a project is expected to be built and open to the public in 2030, then the after data must be no later than 2030.

Note: CRP projects are evaluated using the CMAQ scoring evaluation.

PROJECT SELECTION

Cost-effectiveness is used in the project selection process as a primary measure to establish priority based on the amount of CMAQ/CRP funds requested. Projects that are highly cost-effective have a higher priority than ones with a low cost-effectiveness. This measure is used as a means of comparing various types of projects in a common way: cost per unit of benefit (i.e., metric tons of VOCs and NO_x reduced).

APPROVAL PROCESS

Once EWG staff has reviewed, evaluated, and ranked the CMAQ/CRP projects, project scores are presented to the Illinois and Missouri Transportation Planning Committees (TPC) for funding recommendations. Following

the TPC meetings, the recommended projects are incorporated in the TIP. After a public comment period, the TIP is presented to the EWG Board of Directors for approval. The TIP is reviewed by FHWA and FTA, in consultation with the Environmental Protection Agency (EPA), to determine project eligibility and compliance with air quality requirements. After the approval of the TIP by these federal agencies, projects included therein are eligible to receive federal funds. Project sponsors then work directly with their respective state department of transportation to begin project implementation. Any deviations from scope of work as proposed in the application require approval from EWG staff. CMAQ/CRP scope of work cannot be altered due to stipulations of third-party match source.

PUBLIC COMMENT

It is the policy of EWG to encourage involvement by the public in the transportation decision-making process. Following the application deadline, EWG will release a list of submitted applications for public comment on the EWG website from March 12 to March 26, 2025. The comments will be summarized and submitted to the TPC prior to its May meeting to make recommendations for funding. The recommended projects will be included in the draft FY 2026-2029 TIP, which will be released for public comment from June 27 to August 1, 2025.

VII. PROGRAMMING PROCESS

PROGRAMMING POLICY

The following set of policies assist EWG staff and the TPCs in reaching consensus on the program of local projects:

- All projects must be consistent with clean air requirements and conform to the state’s implementation plan for air quality.
- All projects must have a financial plan that demonstrates how the sponsor will pay for the project.
- Projects must have a reasonable, demonstrated degree of political and community support.
- Provisions are made to encourage reasonable program equity among the counties.
- Efforts are made to obtain the maximum advantage of flexibility in the use of financial resources and ensure full use of federal, state, and local funds available to the region.
- Alternative fuel school bus purchases may not exceed 2.5% of the amount of CMAQ federal funds available for each funding round. (*EWG Board Policy*)

SCHEDULE

The schedule for the EWG process to solicit, review applications, and select projects for funding is provided below. The submission deadline will not change, but the dates of other steps in the process may be subject to change. EWG staff is available to assist project sponsors as needed during the application period.

DATE	ACTIVITY
November 4, 2024	Call for projects – CMAQ/CRP application form posted online
November 12, 2024	Project Development Workshop – Virtual Missouri (<i>optional to attend</i>)
November 12, 2024	Project Development Workshop – Virtual Illinois (<i>optional to attend</i>)
November 13, 2024	Project Development Workshop – Missouri (<i>optional to attend</i>)
November 14, 2024	Project Development Workshop – Illinois (<i>optional to attend</i>)
January 9, 10, 16 & 17, 2025	Project Review Meetings (<i>optional to attend</i>)
January 7, 2025	Deadline to submit coordination requests to affected agencies
February 7, 2025	Deadline for receipt of complete applications – application fee postmarked
February 14, 2025	EFT must be received (<i>if electronic payment of application fee utilized</i>)
Early May 2025	IL/MO TPC meetings – project recommendations for inclusion in TIP
May 28, 2025	Present TPC recommendations to EWG Board of Directors
June 25, 2025	Present draft TIP to EWG Board of Directors
June 27 – August 1, 2025	Public comment period
August 27, 2025	TIP presented to EWG Board of Directors for final approval

PROJECT DEVELOPMENT WORKSHOPS

EWG will host four project development workshops to provide information on CMAQ/CRP, including program eligibility and requirements, project applications, scoring criteria, and available funding. The workshop will be offered both in-person or virtually. Attendance is not required for project sponsors to participate in this funding opportunity but is strongly encouraged. The information presented at the meetings will be relevant by state. Registration is available on the EWG web page. Recordings of the virtual workshops will be posted on the EWG web page after the event. Meeting information is provided below:

Missouri:	November 12, 2024 9:00-11:30 AM	Virtual – Missouri GoTo Webinar
Illinois:	November 12, 2024 1:00-3:30 PM	Virtual – Illinois GoTo Webinar
Missouri:	November 13, 2024 9:00-11:30 AM	MoDOT Transportation Management Center, Conference Room 209 – 14301 S Outer Forty Rd., Chesterfield, MO 63017
Illinois:	November 14, 2024 9:00-11:30 AM	IDOT District 8 Office – Regional Conference Room 1102 Eastport Plaza Dr., Collinsville, IL 62234

PROJECT REVIEW MEETINGS

EWG will host project review meetings for project sponsors that plan to submit a CMAQ/CRP application. The review meetings provide an opportunity for project sponsors to meet with EWG staff to discuss various components of the proposed project, including project concepts, eligibility, project schedule, etc. Sponsors will be able to sign up for a 30-minute time slot, from 9:00 a.m. – 12:10 p.m., on the following days:

- January 9
- January 10
- January 16
- January 17

This workshop is intended for project sponsors that have at the very least a specific project concept to present for review. Sponsors are required to submit a Project Review Meetings Information Form or draft application before the workshop so the panelists can gain some knowledge of the projects they will be reviewing. Each sponsor may bring no more than two projects to discuss in a half-hour time slot. Attendance at this workshop is encouraged, but not required to submit a project application. Registration for the workshop and the Project Review Meetings Information Form will be available in late-November on the EWG web page.

VIII. POST-CONSTRUCTION REPORTING

A goal of the CMP is to measure the effects of the construction of CMAQ projects. As such, post-construction reporting is required for projects that are funded through CMAQ. Sponsors must provide a CMAQdata spreadsheet no more than one year after the project is open to the public and prior to project closeout. The data must reflect the conditions after construction is complete. This is required for CMAQ projects funded in 2020 or later. EWG staff will work with sponsors to make sure the correct data is provided.

IX. QUESTIONS

If you have questions about the CMAQ/CRP application process, scoring criteria, or anything else related to the call for projects, please check the Frequently Asked Questions (FAQ) to see if it has already been asked. The FAQ can be found on the EWG web page. If the FAQ document doesn't help, please reach out to EWG staff for any questions on project development. Please submit questions to cmaq@ewgateway.org.

X. RESOURCES

EWG RESOURCES

Connected 2050 – Long-Range Transportation Plan

<https://www.ewgateway.org/transportation-planning/long-range-transportation-planning/>

Transportation Improvement Program

<http://www.ewgateway.org/transportation-planning/transportation-improvement-program/>

Congestion Mitigation and Air Quality Improvement Program

<http://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/cmaq/>

Bicycle Planning Guide

https://www.ewgateway.org/wp-content/uploads/2018/07/BicyclePlanningGuide_June2018.pdf

Congestion Management Process

<http://www.ewgateway.org/transportation-planning/transportation-systems-management-operations/congestion-management-process/>

St. Louis Regional ITS Architecture

<http://www.ewgateway.org/transportation-planning/transportation-systems-management-operations/intelligent-transportation-system/>

St. Louis Regional Freight Study

<http://www.ewgateway.org/transportation-planning/freight/>

FEDERAL RESOURCES

Congestion Mitigation and Air Quality Improvement Program Fact Sheet

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

Congestion Mitigation and Air Quality Improvement Program Guidance (Note: most recent guidance)

https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

Buy America

<https://www.fhwa.dot.gov/construction/cqit/buyam.cfm>

Federal-Aid Essentials for Local Public Agencies

<https://www.fhwa.dot.gov/federal-aidessentials/>

STATE RESOURCES

IDOT Bureau of Local Roads and Streets Manual

<https://public.powerdms.com/IDOT/documents/2096656/Local%20Roads%20and%20Streets%20Manual>

MoDOT Local Public Agency Policy

http://epg.modot.org/index.php?title=Category:136_Local_Public_Agency_%28LPA%29_Policy

MoDOT Local Public Agency Basic Training Program

<https://www.modot.org/training-opportunities>

APPENDIX A. CMAQ ELIGIBLE ACTIVITIES

The following list details example CMAQ projects for the ten general categories. Final project eligibility and amount of federal participation is determined by the FHWA. Eligible CMAQ projects are not limited to the project examples listed below:

- Acquisition of diesel retrofits, including tailpipe emissions control devices, and the provision of diesel-related outreach activities.
 - Diesel engine or full vehicle replacement
 - Full engine rebuilding or reconditioning
 - Purchase and installation of after-treatment hardware including particulate matter traps and oxidation catalysts
- Intermodal equipment and facility projects that target diesel freight emissions through direct exhaust control from vehicles or indirect emissions reductions through improvements in freight network logistics.
- Alternative fuel/zero-emission projects including participation in vehicle acquisitions, engine conversions, and refueling/charging facilities.
 - Transit vehicles
 - Paratransit vehicles
 - Diesel engine replacement
 - Non-road vehicles/engines used in construction projects or port-related freight operations
- Establishment or operation of a traffic monitoring, management, and control facility, including the installation of advanced truck stop electrification systems.
- Projects that improve traffic flow, including efforts to provide signal systemization, construct HOV lanes, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit and multimodal traveler information.
 - Intersection improvements
 - Turn lanes
 - Traffic signal at intersection
 - Roundabout
 - Corridor improvements
 - Traffic signal interconnection
 - Traffic signal optimization plans
 - Ramp metering
 - ITS improvements (cameras, dynamic messaging signs, speed detection, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit and multimodal traveler information, etc.)
 - Multiple signal improvements (flashing yellow arrow, detection, upgrade of deficient equipment to modern standards, software upgrades)
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others.
 - RideFinders
 - Bike sharing
 - Park and ride lots
 - Trip reduction programs
 - Travel management plans
 - Shared micromobility/scooter systems

- Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity. Operating assistance is also permitted to help start up viable new transportation services.
 - Vehicle replacement
 - Operating assistance
 - Vehicle acquisition
 - Transit facilities (lines, stations, terminals, transfer facilities)
- Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle (SOV) vehicle travel.
 - Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, sidewalks, bike lanes, cycle tracks, bike lockers, etc.) that can demonstrate a reduction of vehicle trips
 - Non-construction outreach related to safe bicycle use
- Vehicle inspection and maintenance programs.
- Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment)

APPENDIX B. CARBON REDUCTION PROGRAM ELIGIBLE ACTIVITIES

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]:

- 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;
- A public transportation project eligible under 23 U.S.C. 142;
- A transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- A project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- A project to replace street lighting and traffic control devices with energy-efficient alternatives;
- Development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- 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;
- Efforts to reduce the environmental and community impacts of freight movement;
- A project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- A project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- Any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)].