

CMAQ Application

Project Sponsor	Triangle J Council of Governments
Project Description	Triangle Transportation Demand Management Services
Transportation Demand Management (TDM) program services	
for employers and organizations in the Triangle ozone non-attainment region for a period of four years (2009-12).	

General Project Eligibility

1. Is the project in one or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (*Partial Counties)

<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe	<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood	<input type="checkbox"/> Lincoln	<input checked="" type="checkbox"/> Orange	<input type="checkbox"/> Swain*
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth	<input checked="" type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg	<input type="checkbox"/> Person	<input type="checkbox"/> Union
<input checked="" type="checkbox"/> Chatham*	<input checked="" type="checkbox"/> Durham	<input checked="" type="checkbox"/> Franklin	<input type="checkbox"/> Guilford	<input checked="" type="checkbox"/> Johnston	<input type="checkbox"/> Nash	<input type="checkbox"/> Rowan	<input checked="" type="checkbox"/> Wake

2. Is the project type generally eligible? (CHECK ALL THAT APPLY)

<input type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan	<input type="checkbox"/> Bicycle and pedestrian facilities and programs	<input type="checkbox"/> Intermodal freight
<input type="checkbox"/> Extreme low-temperature cold start program	<input checked="" type="checkbox"/> Travel demand management	<input type="checkbox"/> Planning and project development activities
<input checked="" type="checkbox"/> Public-private partnerships	<input checked="" type="checkbox"/> Outreach and ridesharing activities	<input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8)
<input type="checkbox"/> Alternative fuel programs	<input checked="" type="checkbox"/> Telecommuting	<input type="checkbox"/> Magnetic levitation transportation technology program
<input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)	<input type="checkbox"/> Fare/Fee subsidy programs (see question 10)	<input type="checkbox"/> Experimental pilot projects

Transportation Control Measures as defined in the Clean Air Act

<input type="checkbox"/> programs for improved transit (see question 8)	<input type="checkbox"/> traffic flow improvement programs that achieve emission reductions	<input type="checkbox"/> programs to control extended idling of vehicles
<input type="checkbox"/> reducing emissions from extreme cold-start conditions	<input checked="" type="checkbox"/> employer sponsored programs to permit flexible work schedules	<input type="checkbox"/> trip reduction ordinances
<input checked="" type="checkbox"/> employer based transportation management plans – including incentives (see question 8)	<input type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration	<input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
<input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	<input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services	<input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
<input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place	<input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9)	<input type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

Improved (increased) transit service

New facilities associated with a service increase New vehicles used to expand the transit fleet

Operating assistance for new service (limit three years see question 8) Fare subsidies as part of a program to limit exceedances of NAAQS

Emissions Criteria

3. What are the annual expected emissions before and after project completion?

Pollutant	Annual Emissions before implementation	Annual emissions after implementation	Difference (kgs/yr for total program)
Carbon Monoxide			290,892 kg/yr reduction
Volatile Organic Compounds			15,258 kg/yr reduction
Oxides of Nitrogen			11,749 kg/yr reduction

4. The emissions estimate is quantitative qualitative.

5. Briefly, describe the method used to estimate the emissions reduction.

Estimate is based on commute VMT reduction from the Triangle 7-Year TDM Plan prepared by UrbanTrans and emissions data supplied by DENR.

Financial Information

6. Estimated Project Cost (Total life of the project)

Federal Share (CMAQ) \$	Local Match (20% minimum) \$	Total \$	Expected Project Life (Years)
\$2,593,896 (total)	\$5,388,648	\$7,982,544	4 years (2009-12)
\$1,156,721 (DCHC)			
\$1,437,175 (CAMPO)			

7. What is the source(s) of the matching funds? Combination

8. For agencies seeking operating assistance, how will the program be funded after year three?

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted? Yes No N/a

10. Is the fare/fee subsidy program part of a broad program to reduce emissions? Yes No N/a

11. Will the ITS project conform to the National ITS architecture? Yes No N/a

12. Supporting Information (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

See attached for additional information and detail. This form includes the full 4-year program costs (but excluding administrative and technology costs which are funded through separate contracts) and the federal CMAQ allocation requests for both MPOs, including total matching funds from other partners, which is the only way to calculate the emissions reduction benefits. The year-by-year CMAQ allocation request reported by MPO is provided in the attached detail.