



Oregon Diesel Mitigation: Congestion Mitigation and Air Quality Program

Request for Applications

Informational webinar: 6/22/2022

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Section 1: General information

Background

The overall purpose of the Congestion Mitigation and Air Quality Program^{1,2} is to improve air quality by reducing transportation emissions. The Federal Highway Administration and the Federal Transportation Administration have been delegated authority to implement the CMAQ program. Established in 1991, the CMAQ program funds transportation projects that allow states and regions to meet the requirements of the Clean Air Act. CMAQ funding may only fund transportation projects in nonattainment or maintenance areas (Table 1). These are areas where air quality does not meet or once did not meet National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter. FHWA awards CMAQ funds to Oregon through the Oregon Department of Transportation and that agency in turn awards funds to Metropolitan Planning Organizations and Local Public Agencies in rural areas.

In 2007, the Oregon Legislature directed \$250,000 per year of Oregon's CMAQ funding allotment to the Oregon Department of Environmental Quality to reduce diesel emissions.³

Table 1. Oregon locations where air quality has exceeded National Ambient Air Quality Standards (NAAQS).

MPO	Rural
Portland Metro	Klamath Falls
Salem-Keizer	La Grande
Central Lane	Lakeview
Rogue Valley (Medford)	Oakridge
Middle Rogue (Grants Pass)	

Call for applications

DEQ is currently seeking applications from public agencies, cities, counties, MPOs, LPAs, and school districts in the areas listed in Table 1. Non-profit organizations and other private entities are eligible to apply for CMAQ funds if they apply with the local MPOs, LPAs, municipalities, or counties. For further information on CMAQ requirements for public-private partnerships please see the Section 4.C. of the [CMAQ guidance document](#). DEQ strongly encourages such private-public sector collaborations and project proposals.

Eligible Activities:

FHWA has detailed requirements on their [webpage for CMAQ projects](#). Federal CMAQ project requirements are:

1. CMAQ funds must be invested in a State's nonattainment or maintenance areas, on projects that reduce ozone (O3) precursors - volatile organic compounds (VOCs)

¹ <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

² <https://www.oregon.gov/odot/LocalGov/Documents/CMAQ%20Guidelines.pdf>

³ 2007, HB5047-A, 74th Oregon Legislative Assembly: Budget Report and Measure Summary, Package 806; pg 8-9; <http://olis.leg.state.or.us/liz/2007R1/Downloads/MeasureAnalysisDocument/193>

and nitrogen oxides (NOx) - carbon monoxide (CO), or particulate matter (both PM10 and PM2.5) and the applicable precursors from transportation sources.

2. All CMAQ projects must be included in a transportation plan and Transportation Improvement Program (TIP).
3. All projects must conform to state-established CMAQ guidance. For more information on the Oregon Department of Transportation (ODOT)'s CMAQ funds please check [here](#). For a more expansive list of diesel reduction project requirements, please check national guidance [here](#).
4. The local MPO, LPA or their collaborators must provide at least 20% project total cost match.
5. The CMAQ program operates on a reimbursement basis, so funds are not provided until work is completed and paid for.
6. The FHWA's Buy America policies require a domestic manufacturing process for all steel or iron products that are permanently incorporated in a Federal-aid highway construction project; therefore, each project must be ['Buy America' compliant](#).
7. Comply with all other applicable requirements of the Clean Air Act.
8. Be consistent with the specific location's long-range transportation plan and included in the MTIP (Metropolitan Transportation Improvement Program) for MPOs or STIP (Statewide Transportation Improvement Program) for rural recipients.

DEQ's [CMAQ eligible activities](#) include, but are not limited to:

- On road: Purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles (ZEV) and related charging equipment
- Nonroad: ZEV vehicle and infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations
- Other ZEV projects such as vehicle acquisitions, engine conversions, and refueling or charging facilities
- Innovative Projects that reduce diesel emissions not listed above

ODOT's role for DEQ CMAQ projects

ODOT is tasked with distribution of all CMAQ funds in Oregon. This RFA is a collaboration between DEQ and ODOT to utilize specific allocated CMAQ funds for diesel reductions. DEQ and ODOT will review project applications for appropriate scope regarding these allocated funds. Awarded projects will be contracted directly with ODOT and all reporting requirements must adhere to ODOT standards.

CMAQ Share of Project Costs and Match Requirement

Applicants should include all reported or estimated project costs funded by federal dollars in calculations of cost-effectiveness measures. Cost-effectiveness calculations are based on total federally funded project cost rather than only the CMAQ-funded share of the project. This method of calculating cost-effectiveness allows consistent proposal review across different project scenarios. Ultimately, cost-effectiveness estimates should reflect how effectively a given project type achieves reductions in pollutant emissions; representing only the share of CMAQ funds associated with individual project examples would result in estimates that may

inappropriately attribute all pollutant reductions to CMAQ funds while ignoring pollutant reductions attributable to other funding sources.

To learn more about project type and cost effectiveness FHWA has created [reference tables](#). Results from this tool must be included in the application to DEQ for CMAQ funding.

CMAQ award recipients must provide 20% match of total project cost using non-federal dollars.

Proposal Evaluation

DEQ will select CMAQ projects based on the following criteria that is also outlined in detail in **Appendix C:**

Project summary and approach

- Application includes a detailed project description, including information on vehicles and emission reduction technologies, roles and responsibilities and timeline.
- Application includes a well-conceived strategy for achieving emission reduction associated with the project.
- Application sets forth a reasonable time schedule for the execution of the tasks associated with the project and for achieving the project goals and objectives by project end.
- Application describes how the 20% match will be met.

Project eligibility and type

- Project reduces diesel emissions through eligible CMAQ activities as outlined in the RFA section 1.2.
- Project is eligible to produce credits in the Clean Fuels Program or promotes adoption of alternative fuels (Appendix D).

Project location

- Project will reduce emissions in a location with elevated diesel emissions and benefit dense, disproportionately impacted communities as indicated through the Diesel Emissions Mitigation [maps](#).

Awards

DEQ will award up to \$3.3 million over the 2021 – 2023 biennium.

Schedule

The table and figure below represent a tentative schedule of events.

Event	Date	Time
RFA Date of Issue	June 9, 2022	5 p.m.
Informational webinar (via Zoom, see link below)	June 22, 2022	11 a.m. -12 p.m.
Letter of Interest (LOI) submitted	<i>Aug. 18, 2022</i>	5 p.m.
Application due	60 days from LOI approval	5 p.m.



Applicants should include a discussion about the additional time needed after LOI approval to have projects incorporated into MTIPs and through the FHWA process. After applications are submitted, reviewed, and selected there will be a waiting period for TIP incorporation, Oregon Department of Transportation’s approval and FHWA’s approval. Applicants are responsible for communicating with the area’s MPO for incorporation into the area’s TIP. For assistance navigating TIPs and amendments, Hope Derrickson (hope.derrickson@odot.oregon.gov; 503-986-5375) , the ODOT CMAQ project manager, can assist with this process. Applicants should plan on amendments taking two to three (2-3) months to complete.

Informational webinar link:

June 22, 2022, 11-12 p.m.
[Join Zoom Meeting](#)
 Meeting ID: 827 2849 7817
 Passcode: 429312

Section 2: Application content requirements

Step 1: Determine Eligibility for project

For a more expansive list of diesel reduction project requirements, please check national guidance on the [U.S. Department of Transportation website](#).

Letter of Interest

Submit LOI (Appendix A) to DEQ. Letters are mandatory but non-binding. DEQ will use LOIs to check for program eligibility and TIP inclusion. LOIs should describe how the project will meet FHWA’s “Buy America” criteria. If LOI’s are submitted by a third party, they must also include a separate letter of support from the MPO/LPA that will be impacted by the project and their willingness to amend their TIP for the inclusion of the project. DEQ and ODOT staff will review LOIs for CMAQ and diesel reduction criteria within three (3) weeks of LOI submission and provide written approval to submit an application within 60 calendar days of LOI approval.

Step 2: Application

See Appendix B for application.

All applicants must show that the proposed project is approved by the eligible regional MPO or LPA. Applicants must provide proof of project incorporation into the TIP or DEQ cannot submit the project for FHWA approval. For assistance with the TIP amendment process please contact your local MPO or LPA and/ or Hope Derrickson.

Calculating emissions benefits

Projects must demonstrate a marked improvement in air quality. FHWA provides tools to calculate air quality improvements for some project types, which are available on the [CMAQ Emissions Calculator Toolkit website](#)⁴. Federal guidance⁵ recommends that applicants also calculate cost-effectiveness as volume of emission reductions/ federal dollar cost of project).

Each project, or program of projects, must have a quantitative analysis which demonstrate a net air quality benefit for pollutants the area is in (or formerly in) nonattainment or maintenance status for, including all appropriate precursor emissions. Units must be in kilograms/day (kg/day). ODOT and DEQ will review and validate air quality assessments when confirming project eligibility.

Submission and notification

Applications will be submitted through email to dieselgrants@deq.oregon.gov.

Award consideration

DEQ and ODOT may award multiple grant agreements to various Applicants based on scoring criteria outlined in Appendix C.

Award notification

DEQ and ODOT will notify all Applicants in writing that ODOT is awarding a grant agreement to the selected Applicant(s).

⁴ Emissions calculator website

⁵ [Federal guidance](#)

Section 3: List of appendices

Appendix A - Letter of Interest Checklist

Appendix B - Application

Appendix C – Scoring Rubric and Application Evaluation

Appendix D – Additional Resources

Appendix A - Letter of interest checklist

- ✓ Identify the municipality or organization applying for funding;
- ✓ Identify the project contact person, phone and email;
- ✓ Provide a brief description of the potential project;
- ✓ For Infrastructure projects - Give detailed information such as State Route number or local street name to identify the location of project, approximate project limits and an approximate timeline to project completion.
- ✓ Identify attainment area of impact from project and letter of support from MPO/ LPA
- ✓ Provide information regarding which of the eligible CMAQ activities apply to project;
- ✓ Estimate the total amount of funding necessary for the project, as well as intended match percentage. All project applications require a minimum 20% match, but larger matches are allowed.

Appendix B - Congestion Mitigation and Air Quality Application

Due 60 days after LOI approval

Applicants must include the below application form as well as additional information and supporting documents for:

- Detailed description of the project including a description of:
 - Where the project will occur and who will benefit
 - Expected outcomes
 - Who will conduct the work and their experience successfully implementing similar projects and/or contracts
 - Any current or anticipated partnerships or partners involved in the project
- Detailed description of success metrics and data collected to document performance of the project.
- Estimated budget
- Project Timeline, Roles and Responsibilities
- Description of how the Proposer will report progress, goals met, and completed activities at the conclusion of the project.
- Description of how the project will impact overburdened populations.

All applications must include a description addressing:

If applicable, how vehicles and equipment meet 'Buy America' compliance or have received a waiver from FHWA.

Demonstration of a marked improvement in air quality in accordance with the [FHWA CMAQ Emissions Calculator Toolkit](#)

Reduced emissions in geographical locations where air quality has exceeded National Ambient Air Quality Standards (NAAQS) (RFA Section 1.1)

All applications must submit a letter from the eligible MPO or LPA and proof of TIP incorporation. FHWA will not approve awards without incorporation into the TIP process.

INSTRUCTIONS

Review DEQ's RFA for CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA). Fill out pages 1 through 3 and then submit to ODEQ.

PROJECT INFORMATION

Project Title:		STIP #:	
Agency (applicant):		Public-Private Partnership?	Yes or No
Address:		Primary Contact:	
Email:		Telephone:	
Responsible Agency:		MPO (if applicable):	
Project Delivery:	Certified Agency	SFLP (non MPO)	ODOT Delivered

PROJECT CATEGORY

Applicant Certifies by checking circle that Project meets requirements as outlined in DEQ CMAQ Guidelines.

- | | |
|--|---|
| <ul style="list-style-type: none"> <input type="radio"/> Diesel engine retrofits and other advanced truck technologies <input type="radio"/> Idle reduction <input type="radio"/> Inspection and maintenance programs | <ul style="list-style-type: none"> <input type="radio"/> Alternative fuels and vehicles <input type="radio"/> Vehicle and Fuel Efficiency Efforts <input type="radio"/> Innovative project |
|--|---|

PROJECT LOCATION

Street(s) Name (or Nearest Street):	
Cross Streets, Termini:	Functional Class:
Project Location (City):	Total Linear Feet:

DETAILED COST ESTIMATE / SCHEDULE

Provide cost, including match, for eligible components. Use additional sheets for detailed estimate.

Phase	Program FYs <i>(beginning & completion)</i>	Other Federal	CMAQ	Local	Non-Fed	Total
Project Development						\$ 0.00
Design/Engineering						\$ 0.00
Right of Way						\$ 0.00
Construction						\$ 0.00
Operating Assistance <i>(if applicable)</i>						\$ 0.00
Other						\$ 0.00
Totals	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Duration of Project Funding (Years) _____		Expected first year of billing _____				
Funding Responsibility						

DETAILED COST ESTIMATE / SCHEDULE

[Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds]

PROJECT NARRATIVE

[Description of CMAQ Project]

EMISSIONS REDUCTIONS

[Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds]

Use the following boxes to show estimated reduction amount (kg/day).

VOC	_____	PM2.5	_____	PM10	_____
NOx	_____	CO	_____	CO2	_____
Duration of PM10 & CO Benefit				Years	_____

SUPPORTING INFORMATION

List all applicable and attach documents to submittal email.

- Project will reduce emissions in geographical locations where air quality has exceeded National Ambient Air Quality Standards (NAAQS) Cost Effectiveness Assessment \$Million/Kg per day **(required for MPOs)**
- Detailed description of the project including a description of:
 - Where the project will occur and who will benefit
 - Expected outcomes
 - Who will conduct the work and their experience successfully implementing similar projects and/or contracts
 - Any current or anticipated partnerships or partners involved in the project
- Detailed description of success metrics and data collected to document performance of the project.
- Estimated budget.
- Project schedule
- Description of how the Proposer will report progress, goals met, and completed activities at the conclusion of the project.
- Description of how the project will impact vulnerable or populations.
- How the 20% match will be met.
- Description of if the project is eligible to produce credits in the Clean Fuels Program or promotes adoption of alternative fuels.
- Evidence that vehicles and equipment for this project is 'Buy America' compliant or have received a waiver for the federal highway administration (FHWA).

SUBMISSION

Submitted By: _____

[Add name and title of submitter]

_____ Date

Submit Completed Application to:

Email: dieselgrants@deq.oregon.gov | **Subject Line:** CMAQ [Agency Name] Application [Year]

Appendix C

Scoring criteria

Project award criteria DEQ will apply the following criteria to all timely and complete applications received for eligible CMAQ diesel emission mitigation projects in Oregon.	Points available	Points awarded
Project summary and approach		
<p>(7 points) Application includes a detailed project description, including information on vehicles and technologies, roles and responsibilities and timeline.</p> <p>(6 points) Application includes a well-conceived strategy for achieving the anticipated results associated with the project.</p> <p>(4 points) Application sets forth a reasonable time schedule for the execution of the tasks associated with the project and for achieving the project goals and objectives by project end.</p> <p>(3 points) Application describes how the 20% match will be met.</p>	20	
Project eligibility and type		
<p>(5 points) Project reduces diesel emissions through eligible CMAQ activities as outlined in the RFA section 1.2</p> <p>(5 points) Project is eligible to produce credits in the Clean Fuels Program or promotes adoption of ZEV (Appendix D).</p>	10	
Project location		
<p>(5 Points) Project will reduce emissions in a location with elevated diesel emissions and benefit overburdened populations as determined by DEQ's evaluation. (More details can be found in the next section, <i>Evaluating Applications</i>).</p>	5	
Total points	35	

Evaluating applications

<p>Project Summary and Approach: Project Description (7 points)</p>	<p>Criterion – Application includes a detailed project description, including information on vehicles/ technologies/ infrastructure</p> <p>Review – Application is complete, description matches equipment and engine information, includes all required eligible information, sets a project completion date, includes project bids that match project description, and includes additional supporting materials (bids, TIP amendment, support from MPO/LPA if applicable, etc).</p> <ul style="list-style-type: none"> • 7 points for a complete application that includes all elements. • 5 points for an application that is only missing a single element. • 3 points for an application that is missing two elements. • 1 point for an application that is missing more than two elements. • Disqualify – An application that is missing three or more elements or has ineligible equipment information.
<p>Project Summary and Approach (Strategy- 6 points)</p>	<p>Criterion – Application includes a well-conceived strategy for achieving the anticipated results associated with the project.</p> <p>Review – Assess whether the application identifies a viable eligible CMAQ project that will reduce diesel emissions.</p> <ul style="list-style-type: none"> • 6 points for excellent strategy that includes clear description of the project type and all necessary information about the equipment engine, fuel, and infrastructure usage to determine emissions benefits. • 4 points for adequate strategy that lacks one element such as project type or equipment engine, fuel, and usage. • 2 points for adequate strategy that lacks two elements such as project type or equipment engine, fuel, and usage. • 1 point for inadequate strategy that lacks information about project type and equipment engine, fuel, and usage. Also, for ineligible projects or tasks such as used equipment for replacement or labor costs. • Disqualify – An application that is missing three or more elements
<p>Project Summary and Approach (Timeline- 4 points)</p>	<p>Criterion – Application sets forth a reasonable time schedule for the execution of the tasks associated with the project and for achieving the project goals and objectives by project end.</p> <p>Review – Does the application includes a project completion date that aligns with the complexity and scope of the proposed project including, if applicable, private or public partnerships? Does the application include roles and responsibilities of all parties included in the strategy for completion?</p> <ul style="list-style-type: none"> • 4 points for excellent strategy that includes clear description of the timeline, roles and responsibilities. • 3 points for adequate strategy that lacks one element • 2 points for adequate strategy that lacks two elements • 1 point for adequate strategy that lacks three elements • 0 points for inadequate timeline, roles and responsibilities • Disqualify – An application that is missing three or more elements

<p>Project Summary and Approach (Matching- 3 points)</p>	<p>Criterion- Project matching- Application explains and includes any additional attachments to support how the 20% project match will be met.</p> <p>Review- Does application include all reported or estimated project costs are included in calculations of cost-effectiveness measures. Does application explain how and by whom the 20% match be handled and if there are constraints or time limitations for these funds.</p> <ul style="list-style-type: none"> • 3 points for excellent match explanation that includes clear descriptions and supporting information • 2 points for adequate strategy that lacks one element such • 1 point for adequate strategy that lacks two elements • 0 points for inadequate match explanation • Disqualify – An application that is missing three or more elements 	
<p>Project Eligibility and Type (Alternative Fuels- 5 points)</p>	<p>Criterion – Project replacement vehicles, equipment, fuel, or infrastructure for zero emission vehicles that is eligible to produce credits in the Clean Fuels Program. The project itself has to be specifically for transportation and the bids will need to verify the fuel type for full points applicability.</p> <p>Review – Application will be evaluated on the carbon intensity of fuel types or supporting fuel types for proposed replacement equipment and engines based on current data published from Oregon’s Clean Fuels Program. For projects with multiple vehicles of different fuel types calculate the average by adding the award score for each vehicle and dividing that number by the total number of vehicles. Based on ORS 468a.805(3)(d) and OAR 340-255-0060(2)(d).</p> <ul style="list-style-type: none"> • 5 points for electric and hydrogen vehicles 	
<p>Project Eligibility and Type (Emissions Reductions- 5 points)</p>	<p>Criterion – Project Reduces Diesel Emissions (PM 2.5)</p> <p>Review – For project type that the proposed project will reduce PM 2.5 emissions in Oregon. Assess accurate CMAQ emission calculations from the online tool</p> <ul style="list-style-type: none"> • 5 points for complete and accurate emissions benefit calculations. • 3 points for adequate strategy that lacks one or two elements • 0 points for inadequate emission reductions calculations. 	
<p>Project Location (Overburdened Populations- 5 points)</p>	<p>Criterion – Project will reduce emissions in a location with elevated diesel emissions and benefit dense, overburdened populations. Please refer to the information provided in DEQ’s DEM scoring maps.</p> <p>Review – DEQ Technical Services staff will run primary project addresses through a mapping evaluation against vulnerable population map to determine scoring. Red and orange areas on the map (scores 5 and 4, respectively) are those with the highest proportion of people included in this definition of vulnerable and also exposed to high levels of diesel. Yellow, green, and blue areas on the map (scores 3, 2, 1, respectively) are those with a lower proportion of people included in this definition of vulnerable or are exposed to relatively lower levels of diesel emissions. Based on and OAR 340-255-0060(2)(i).</p>	
	<ul style="list-style-type: none"> • Award – 5 points for red • Award – 4 points for orange • Award – 3 points for yellow 	<ul style="list-style-type: none"> • Award – 2 points for green • Award – 1 point for blue • Award – 0 points if primary project address is not included

Appendix D - Additional resources

- Emissions Reductions Calculations: [FHWA CMAQ Emissions Calculator Toolkit](#)
- [CMAQ webpage](#)
- [Buy America FHWA](#)
- [ODOT Funding Overview](#)
- DEQ's [Clean Fuels Program](#)