CARBON REDUCTION PROGRAM

Guidebook | 2023 Call for Projects
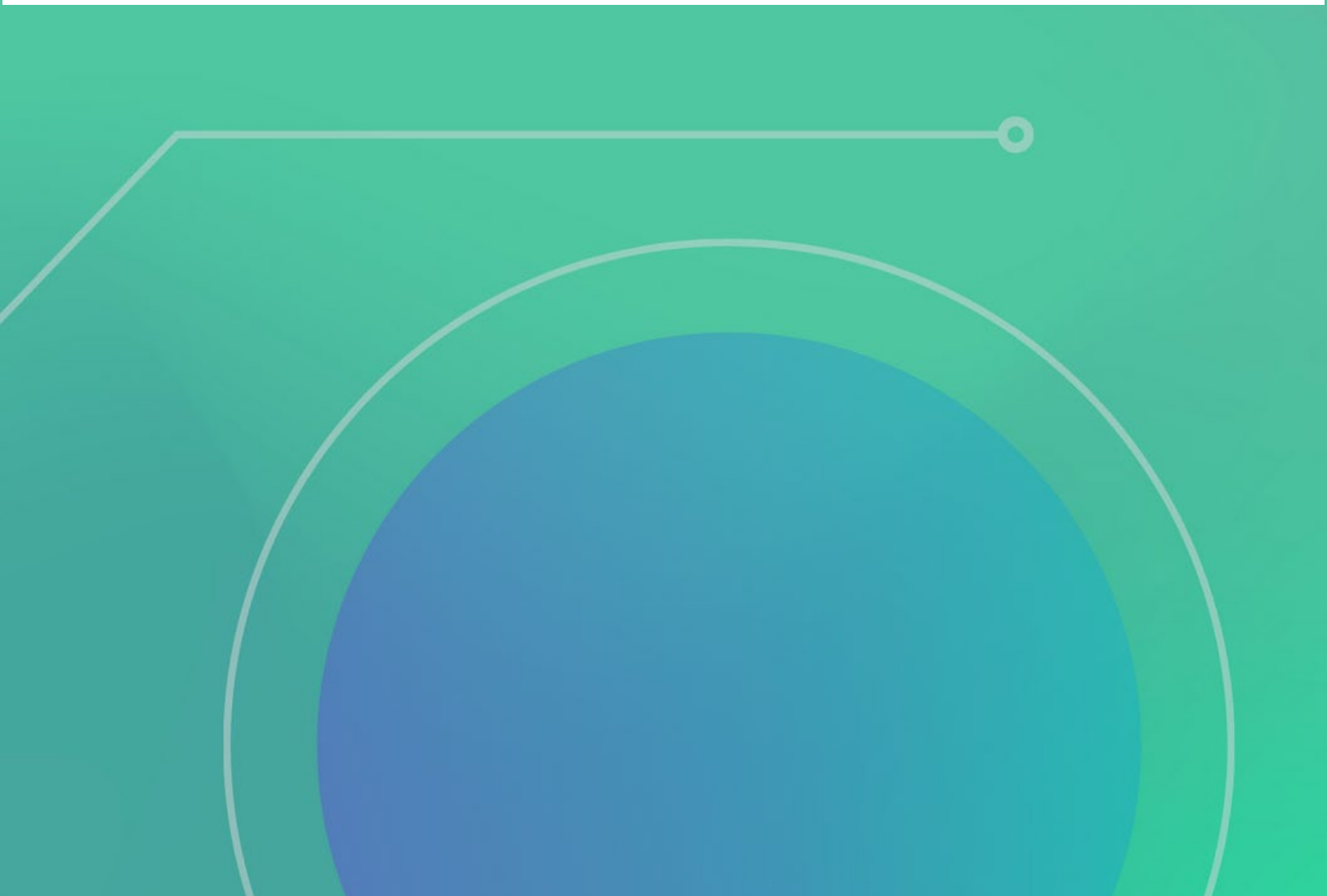
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Key Dates

The opening date for this call for projects is **March 30, 2023**. Applications must be submitted in full by **4:00 p.m. CST on Friday, May 19, 2023**. Applications submitted after this deadline will not be considered.

Contacts

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Background

The Carbon Reduction Program (CRP) was established under the Infrastructure Investment and Jobs Act (IIJA) (Bipartisan Infrastructure Law) and provides $6.4 billion dollars to states and metropolitan planning organizations, like MARC, to fund projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions, from on-road sources. Funds are available for five years (2022-2026).

This new program offers an opportunity for local governments to support local priorities that also reduce greenhouse gas emissions in the transportation sector and support regional progress towards net zero emissions by 2050. Prospective applicants are encouraged to develop project proposals that align with the regional transportation plan, ConnectedKC 2050, and the Regional Kansas City Climate Action Plan and that leverage partnerships to maximize emissions reductions, sustainability co-benefits and equity.

Estimated Funding Levels

For this programming round, MARC anticipates the following funding; however, these estimates may be subject to change:

2023 Funding Call

	Missouri	Kansas
2022	$ 2,713,630	$ 1,838,589
2023	$ 2,829,104	$ 1,875,360
2024	$ 2,885,686	$ 1,912,868
Total	**$ 8,428,420**	**$ 5,626,817**

2024 Funding Call

	Missouri	Kansas
2025	$ 2,943,400	$ 1,951,125
2026	$ 3,002,268	$ 1,990,148
Total	**$ 5,945,668**	**$ 3,941,273**

MARC will program FY2022-2024 funding in 2023. FY2025-2026 funding will be programmed in 2024 in tandem with the programming of CMAQ, STBG, and TA sub-allocated funds.

Funding Type

CRP is a reimbursement program. Funding recipients must have the capacity to cover project costs at the outset of project or program implementation. Eligible expenses will be reimbursed by the administering state department of transportation or the Federal Transit Administration once the applicant has submitted a reimbursement request and supporting documentation.

Eligibility Information

Applicants

Eligible applicants include cities, counties, transportation agencies and non-profit organizations within the 8-county MARC region. For-profit organizations are not eligible.

For Missouri applications, limited eligibility is available to recognized non-profits. Recognized non-profits shall:

- Have a written organizational structure with bylaws and a policy board that meets regularly.
- Be in existence and be registered with the Missouri Secretary of State continuously for a minimum of five years prior to application for LPA funds.
- Not have any disparaging financial or ethical infractions on record with any government agency or private business within the past five years.
- Have qualified full-time staff able to comply with 2 CFR 200 – Requirements for Federal Awards
- Have written procurement processes for equipment, materials, and/or non-engineering services necessary to implement a project.

All other entities in Missouri must partner with a city, county, or transportation agency to apply for and/or administer a federal aid transportation project.

Project Types

CRP funds cover many different types of activities that address vehicle trip and carbon emission reductions. For a full list of eligible activities, please consult the FHWA program guidance here: https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf.

Some examples of eligible projects:
- Public transit projects
- Bike, pedestrian, and non-motorized facilities and micromobility projects
- Green Infrastructure and urban forestry in transportation rights-of-way
- Traffic monitoring, management, and control facilities
- Advanced transportation and congestion management technologies
- Infrastructure-based intelligent transportation systems
- Energy efficient street lighting and traffic control devices
- Managing or shifting demand, including congestion pricing, tolling and transportation demand management strategies

- Alternative fuel projects, including public EV charging, hydrogen, natural gas and propane fueling and zero-emission equipment and vehicle purchases
- Projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality program, and that do not involve construction of new capacity
- Projects that reduce transportation emissions at port facilities, including EV infrastructure
- Diesel engine retrofits

Threshold Criteria

All projects will be evaluated for adherence with the MARC Complete Streets Policy that was updated in December 2015 and must meet the following threshold criteria to be eligible for funding consideration. Failure to meet any of the following criteria will result in the automatic disqualification of the proposal from funding consideration. Proposals must indicate how applications meet these threshold criteria. The Mid-America Regional Council will notify ineligible applicants that they are ineligible based on the threshold criteria.

- Proposals must reduce carbon dioxide (CO_2).
- Proposals must not be used for the purposes of routine program implementation, meeting any legal mandate, or completion of work that should have been completed under a prior grant or cooperative agreement.
- Proposals must include a detailed budget which includes matching amount and the source of matching funds (e.g., capital improvement sales tax, general fund, etc.).
- Applications must demonstrate that federal match requirements will be met. All projects require a minimum 20 percent match.
- All other federal eligibility requirements must be met. Federal eligibility is based on the April 2022 federal guidance. A link to the guidance document is available in the resources section of this document.

Program Priorities

Green, multimodal, or transportation alternative projects

Up to half of the CRP funds will support projects that are green, transportation alternatives (i.e., non-single occupant vehicle transportation infrastructure). These projects include green infrastructure along streets or greenways, bicycle and pedestrian infrastructure and public transportation. The balance of funds can be used for all project types eligible under this program.

Collaborative Partnerships

Project sponsors are encouraged to create collaborative partnerships in the development of the project and/or for the implementation of the project, as a way to increase the potential for environmental, economic, and social co-benefits of the project.

Safety

Project sponsors are encouraged to develop projects that consider and integrate measures that help ensure safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Social Equity, Environmental Justice and Justice 40

MARC is committed to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice plays an important role in transportation planning and visioning. Transportation projects have long-lasting physical impacts on communities, and it is critical to incorporate fairness and equity into the development of transportation policies and funding decisions. No group of people — by race, ethnicity or socio-economic status — should receive unfair treatment or bear a disproportionate share of negative environmental consequences as a result of decisions made at the federal, state, regional or local levels. In terms of transportation projects, it is also important to identify if areas with higher concentrations of EJ populations are receiving proportionate investment.

The Justice40 Initiative is the Administration's whole-of-government approach to advancing environmental justice and confronting and addressing decades of underinvestment in disadvantaged communities. Justice40 is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from grants, programs, and initiatives flow to disadvantaged communities. See Section 223 in Executive Orden 14008, Tackling the Climate Crisis at Home and Abroad, 86 FR 7619.

Example Projects
- Multi-jurisdictional expansion or maintenance of protected bike facilities with inclusion of non-profit partners
- E-bike share programs, including cargo and adaptive bikes
- Nature-based solutions along streets, e.g. trees and bioswales, that provide shade, water filtration, air quality conservation and carbon sequestration
- Battery electric transit buses

Project Selection Process

Following the application deadline, applications will be selected through a competitive process. The steps in the selection process are as follow:

1. MARC staff reviews applications for clarity, completeness and eligibility.
2. Project applications are published on Marc.org for public comment.
3. MARC staff scores each application using the criteria outlined in the Evaluation Criteria section.
4. Applications, along with their scores and public comments, are reviewed and ranked by the CRP Workgroup established by the Total Transportation Policy Committee (TTPC), in collaboration with the Climate and Environment Council, Air Quality Forum and Sustainable Places Policy Committee.

5. The CRP Workgroup forwards its recommended program of projects to TTPC, which then releases the TIP amendment with the program of projects for a public comment and review period.
6. TTPC approves and forwards a TIP amendment with recommended program of projects to the MARC Board of Directors.
7. MARC forwards the approved TIP amendment to the state DOT's to be included in the State Transportation Improvement Programs.

Schedule

Below is a table outlining the process MARC will undertake to solicit and review proposals, and to select projects for funding. The submission deadline will not change, but the dates of other steps in the process may be subject to change.

March 30	Call for project applications open
April 7	Pre-application workshop (hybrid)
April 12 & 19	Office hours
May 9 & 15	Office hours
May 19	Project applications due by 4 p.m. CST
May-June	Staff scoring and public commenting on projects
July - August	Carbon Reduction Workgroup reviews projects and makes funding recommendations
September 19	TTPC releases TIP amendment (with projects) for public review and comment
October 17	TTPC votes to recommend approval TIP amendment
October 24	MARC Board of Directors vote to amend TIP

Pre-Application Workshop

MARC will host a workshop for prospective applicants that will cover all aspects of the program and allow participants to ask questions. While attendance at these workshops is not required for applicants to participate in this funding opportunity, attendance is strongly encouraged. A recording of the workshop will be posted here: https://www.marc.org/carbon-reduction-program.

> When: April 7, 2023 | 10:30 a.m. – 12:00 p.m.
> Where: MARC Board Room and Zoom
>   600 Broadway, Ste. 200, Kansas City, MO 64105
> Please RSVP for Zoom link. In-person attendees do not need to RSVP.

Office Hours

If you need help developing a concept, completing your application and emissions calculation or have other questions, MARC staff will hold virtual "office hours" to assist you. The meetings will be held on Microsoft Teams. Please register for one of the sessions below.

Office Hours #1
When: April 12, 2023 | 12-2pm
Where: Microsoft Teams (Online)
You must register to attend the office hours.

Office Hours #2
When: April 17, 2023 | 9-11am
Where: Microsoft Teams (Online)
You must register to attend the office hours.

Office Hours #3
When: May 9, 2023 | 3-5pm
Where: Microsoft Teams (Online)
You must register to attend the office hours.

Office Hours #4
When: May 15, 2023 | 10am-12pm
Where: Microsoft Teams (Online)
You must register to attend the office hours.

Application Portal

Create an Account
The application portal is located at https://gis2.marc2.org/CarbonReduction/Login.html.
The first time you use the portal, click on "Register." Fill in the requested information to create a unique account. Multiple people from the same jurisdiction or agency can set up individual accounts.

Add a Project
Log in to the portal and click on "Start New Application" to add a new project. A blank application form will open. You can incrementally add information about a project during multiple sessions, and the information will not be visible to the public. Please be aware that one of the initial screening questions for your application will ask about the project match amount. If your non-federal funds match is less than 20% of the total, the system will not allow you to submit your application.
If the session is about to time out due to inactivity, the project information will automatically be saved. But project information will not automatically be saved if a user closes their Internet browser without clicking on "Save."

All projects will be posted online for public review and comment after the submission deadline.

Revise a Project
Each time you log into the portal, you will see a list of projects you have submitted or are working on. You can update information on an existing project or add a new one.

You can make changes to projects until the database closes at 4 p.m. CST on May 19, 2023.

Delete a Project
To delete a project, log in to the portal and click on the "Delete" button under a study in your list of projects on the main administration page.

If you need assistance with the application portal, contact Karen Clawson at 816-701-8255 or kclawson@marc.org.

Award Administration Information

Award Notices
MARC will notify successful applicants in writing and by electronic mail. Successful applications will enter into a contract with the Kansas Department of Transportation (KDOT), Missouri Department of Transportation (MoDOT) or the Federal Transit Administration (FTA). Applicants whose projects are selected for funding are cautioned not to proceed with work until they have received a notice of funding obligation and notice to proceed by KDOT, MoDOT or FTA.

Reasonable Progress
It is MARC's intent to program federal funds for projects that meet regional goals and objectives and that can be implemented on schedule to provide their benefits to the travelling public in a timely manner.

It is MARC's expectation that project sponsors awarded federal funds will:
- make every reasonable effort to obligate federal funds for their projects in the year in which they are originally programmed,
- work expeditiously with state departments of transportation or other agencies to complete required project development activities on schedule, and
- keep MARC apprised of their progress.

MARC reserves the right to reallocate funds for any project that does not make and maintain reasonable progress towards obligation and implementation in a timely manner.

State LPA Processes
The local public agency manuals maintained by both the Kansas and Missouri departments of transportation are intended to be used as a guide for cities and counties that sponsor projects utilizing federal transportation funds.

For projects administered by local officials, the states will furnish information concerning the necessary federal requirements and will act as coordinator. The necessary design, acquisition, environmental, historical and archaeological clearances and approvals, construction and maintenance of improvements will be the responsibility of the local agency. A DOT representative will be the primary contact, furnish the necessary guidelines and coordinate the necessary reviews

and approvals. DOT personnel will also advise and assist the local agency in meeting the requirements of the program.

Projects are performed under the terms of an agreement with KDOT or MoDOT. Work on any part of the project cannot proceed until the local agency has been notified by KDOT or MoDOT that federal funding has been approved — obligated — by the Federal Highway Administration (FHWA). If funds are approved, they will be distributed through the local agency sponsoring the project. If a project is not completed, the local agency sponsoring the project will be required to repay the sum of federal funds reimbursed to date. The local agency will be responsible for cost overruns.

The federal-aid transportation program operates on a reimbursement basis as work progresses. It is a federal reimbursement program in which the local agency is reimbursed minus its matching percentage after KDOT or MoDOT receives proper proof of payment by the local agency to the contractor for work performed.

Regardless of whether federal funds are available at the time of acquisition, local agencies are strongly encouraged to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), of the Code of Federal Regulations when acquiring realty rights, easement access or other real property. When a local agency project uses federal funds on any portion of the project, all realty rights must be acquired in accordance with the Uniform Act. If the realty rights were acquired more than five years prior to the first request for federal funds, the local agency shall submit a statement certifying that no new realty rights are needed, and the dates the existing realty rights were acquired. If the realty rights were acquired less than five years prior to the first request for federal funds, the acquisition must have occurred within the parameters of the Uniform Act for any portion of the project to received federal funds.

Reporting Requirement
The contract with KDOT, MoDOT or FTA may specify reporting requirements. In addition, funded projects are required to report to MARC. Reports should include technical progress, planned activities for the next reporting period, and summary of expenditures. A detailed final report which includes evaluation of emissions reductions is also required.

Transportation Improvement Program
Following approval of the funding recommendations developed by the relevant committees, projects receiving funding are required to be incorporated into the regional Transportation Improvement Program (TIP). Project sponsors are also required to maintain the accuracy of the information contained in the TIP by providing updates to MARC as necessary.

Project Fee
Per established policy, MARC will collect a fee equivalent to 1.0% of any federal funds awarded to projects through this programming cycle. Sponsors of projects awarded funding will be invoiced for this fee in 2024.

Emission Calculations

MARC's CRP Program requires all project sponsors to calculate emissions for their projects and upload a PDF of the calculation and explanation of inputs. [Helpful tools](#) have been made available by FHWA for the CMAQ program and can be used for the CRP program as both programs have similarities in eligible project types. These tools include calculators for the following project types:

- [Adaptive Traffic Control Systems (ATCS)](#)
- [Alternative Fuel Vehicles and Infrastructure](#)
- [Bicycle and Pedestrian Improvements](#)
- [Carpooling and Vanpooling](#)
- [Congestion Reduction and Traffic Flow Improvements](#)
- [Diesel Idle Reduction Strategies](#)
- [Diesel Truck and Engine Retrofit & Replacement](#)
- [Electric Vehicles and EV Charging Infrastructure](#)
- [Transit Bus Upgrades & System Improvements](#)
- [Transit Bus Service and Fleet Expansion](#)
- [Travel Advisories](#)

Each toolkit includes a calculator tool, user guide, emissions data documentation, and training webinar.

If a CMAQ toolkit does not fit your project type, please contact Karen Clawson kclawson@marc.org for assistance.

An FAQ about using the CMAQ tool will be developed and posted here: https://www.marc.org/carbon-reduction-program.

Resources

Regional Plans, Programs Policies
[Connected KC 2050](#) (Regional Transportation Plan)
[Kansas City Regional Climate Action Plan](#)
[Smart Moves Regional Transit and Mobility Plan](#)
[Regional Bikeway Plan](#)
[Transportation Improvement Program](#)
[MetroGreen®](#)
[Programming Policy Statement](#)
[Project Fee](#)
[Complete Streets](#)
[Congestion Management Process](#)
[Operation Green Light](#)

Federal Resources

Federal Highway Administration
Federal Transit Administration
United States Department of Transportation
CRP Guidance

State Resources

Kansas Department of Transportation
KDOT LPA Process
Missouri Department of Transportation
MoDOT LPA Manual

Map Tools

Climate and Economic Justice Screening Tool
EPA EJScreen
Climate Vulnerability Map
ConnectedKC 2050 Resource Map

Evaluation Criteria

Emissions Reduction – 30%

Enter CO2 and CO2e (CO2 equivalent) emissions reductions.	Projects scored based on emissions reduced.	0-30

Sustainability – 20%

Describe how the project promotes sustainable land-use patterns (e.g., mixed use, transit-oriented, walkable, affordable housing, etc.)	Project promotes sustainable land use patterns (mixed use, TOD, walkable development, affordable housing)	2
Describe how the project advances environmental stewardship.	Project advances environmental stewardship (clear benefits in air & water quality, green infrastructure, energy conservation, and/or renewable energy)	2
Describe how the project advances improved public health. (E.g.promotes active lifestyles, decreased air and water pollution, promotes physical safety and protection, etc.)	Project advances improved public health. (e.g. promotes active lifestyles, decreased air and water pollution, promotes physical safety and protection, etc.) For more information see the sustainability principle for Healthier Lifestyles in the Sustainable Land Use Resource.	2
Describe how the project supports investment in areas with existing infrastructure.	Project supports investment in areas with existing infrastructure	2
Describe how the project improves economic growth.	Project improves economic growth (i.e., jobs retention, jobs generator, tax base growth)	2
Describe how the project promotes resiliency (physical and/or economic).	Project promotes resiliency (physical and/or economic)	5
Describe how the project promotes equity and environmental justice.	Project promotes equity and environmental justice (i.e., promotes access to opportunities, fair and just distribution of resources and benefits, etc.)	5

Transportation Impacts - 15%

Describe how safety and/or security measures are integrated into the project.	Project integrates safety and security measures.	5
	Project does not describe how safety and security are integrated into project.	0

Describe how the project promotes and/or connects travel choices.	Project promotes improved travel choices and promotes connectivity of modes.	5
	Project promotes improved travel choices only.	3
	Project does not promote travel choices beyond driving.	0

Does this project directly serve a regionally identified activity center(s)?	Project or program serves activity center found to be of "very high" development intensity and walkability	5
	Project serves activity center found to be of "high" development intensity walkability.	3
	Project serves any activity center	2
	Project does not serve an activity center (0)	0

Community Engagement and Environmental Justice – 15%

Please describe the transportation disadvantaged populations that will or may be affected by this project and whether the project impacts them positively or negatively. (MARC defines transportation disadvantaged populations as low-income, minority, older adults, disabled, persons living in zero-car households, and/or veterans.)	Project sponsor clearly describes transportation disadvantaged populations that will or may be impacted AND the degree to which the project impacts these populations positively or negatively.	4
	Project sponsor clearly describes transportation disadvantaged populations that will or may be impacted.	2
	Project sponsor does not provide information on transportation disadvantaged populations impacted by the project.	0

Please describe relevant public engagement that led up to the development of the proposed project, from comprehensive planning level to conceptual project development. Please describe what public engagement tools and strategies were employed, how you engaged transportation disadvantaged populations, and how feedback received from the public influenced the project.	Project implementation will include public engagement strategy. Strategy is clearly described in application and includes specific techniques to engage transportation disadvantaged populations.	3
	Conceptual project underwent further planning and refinement in a process that included public engagement and incorporated feedback received.	2
	Project supports goals and strategies developed through a comprehensive/general planning process that included public engagement and incorporated feedback received	1
	No public participation cited and/or project does not support goals and strategies in comprehensive/general plan	0

Please describe ongoing public engagement planned for this project, including techniques and tools to be used for the general public and those to be used for transportation disadvantaged populations.	Project involves ongoing public engagement, with techniques described for both general public and transportation disadvantaged populations.	3
	Project involves ongoing public engagement, no techniques/tools provided	2
	No ongoing public engagement cited.	0

Does the project serve an environmental justice area(s) or has areas with hidden environmental justice populations or does the project provide connections to environmental justice area(s) with opportunities (i.e., jobs access, education, reduce health disparities, etc.)? If yes, please describe.	Project is within environmental justice tract(s), has documented a hidden population or connects environmental justice populations to opportunities and clearly describes how it addresses existing adverse health, social and environmental effects.	5
	Project is within environmental justice tract(s), has documented a hidden population or connects environmental justice populations to opportunities.	3
	Project is not within nor connects environmental justice tract(s) to opportunities and doesn't have a hidden population.	0

Project Partnerships – 10%

Describe the partnerships formed to develop the project and the manner in which these partnerships will benefit the project. In particular, detail project coordination within the sponsor entity and partnership with entities outside the sponsor entity.	Applicant documents partnerships and how they will benefit the project.	5
	Applicant documents project partnership(s) only.	3
	Project does not document project partnership or how the partnership will benefit the project.	0

Describe if the project demonstrates sustained involvement with social equity and/or typically underrepresented stakeholders.	Equity and/or typically underrepresented stakeholders are participants, are committed to the project, and have committed resources (i.e. staff time, meeting space) to project	5
	Equity and/or typically underrepresented stakeholders are participants and are committed to the project (i.e. will serve on steering committee)	3
	Equity and/or typically underrepresented stakeholders support the project (i.e. provide support letter)	2
	Project does not demonstrate involvement of equity and/or typically underrepresented stakeholders	0

Plan Consistency – 5%

Is this project consistent with the goals and strategies of ConnectedKC 2050? & Is the project consistent with the relevant adopted local comprehensive plan(s)?	Plan is consistent with both ConnectedKC 2050 and relevant local comprehensive plan(s)	5
	Plan is consistent with both ConnectedKC 2050 or relevant local comprehensive plan(s)	3
	Project is not consistent with ConnectedKC or local comprehensive plan.	0

Operations and Maintenance – 5%

Explain if the project includes a dedicated/defined revenue source for operations and maintenance.	Dedicate O&M funding for the project has been identified	5
	Partial O&M funding has been identified/dedicated for the project	3
	No source/no dedicated source included for O&M	0

CRP Application Questions and Guidance

General Information

1.0   Project Name
2.0   Sponsoring organization name
3.0   Which best describes your type of organization? If other for question 3.0, please explain.
4.0   Project type. If 'Other' for question 4.0, please explain.

Project Description

5.0   Project description
6.0   Project length in miles (if applicable)
7.0   Is this project consistent with Connected KC 2050? Please explain how this project is consistent with the goals and strategies of ConnectedKC 2050.
8.0   Is the project consistent with the relevant adopted local comprehensive plan(s)? Explain how the project is consistent with the adopted local comprehensive plans.
9.0   State
10.0   County
11.0   Municipality
12.0   US Congressional District
13.0   Does this project have a geography that can be mapped? Please draw the boundaries of your proposed project's study area.

Project Financial Information

15.0   Total Cost
16.0   Federal Amount
17.0   Non-federal cash match
18.0   Source of local match
19.0   Is the project scalable? If yes, what is the minimum amount?
19.1   How will the scope proposed in the application change if the proposed project were to receive less funding than requested?
20.0   Explain if the project includes a dedicated/defined revenue source for operations and maintenance.

Sustainability

21.0   Describe how the project promotes sustainable land-use patterns (e.g., mixed use, transit-oriented, walkable, affordable housing, etc.) For more information see the sustainability principle of Housing Choice or Reinvestment in the Sustainable Land Use Resource.

Explanation: A project that promotes sustainable land use patterns is one that includes compact, dense, affordable, mixed-use development and is transit-friendly, walkable and bikeable.

22.0   Describe how the project advances environmental stewardship. For more information see the sustainability principle of Resource Conservation and Energy Efficiency in the Sustainable Land Use Resource.

Explanation: A project that advances environmental stewardship is one that protects natural areas, restores natural areas, includes green infrastructure focused stormwater solutions, uses native landscaping, includes renewable energy and energy conservation measures and includes other environmentally friendly elements.

23.0   Describe how the project advances improved public health. (e.g., promotes active lifestyles, decreased air and water pollution, promotes physical safety and protection, etc.) For more information see the sustainability principle for Healthier Lifestyles in the Sustainable Land Use Resource.

Explanation: A project that advances improved public health is one that incorporates infrastructure that promotes active living, improved access to healthy food and health services, and includes other public health friendly elements.

24.0   Describe how the project supports investment in areas with existing infrastructure. For more information see the sustainability principle of Corridors & Activity Centers in the Sustainable Land Use Resource.

Explanation: A project that supports investment in areas with existing infrastructure is one that does not need new infrastructure and is found in an already established area as part of a redevelopment or infill plan.

25.0   Describe how the project improves economic growth (i.e., jobs retention, jobs generator, tax growth).

Explanation: A project that improves economic growth is one that supports and stimulates sustainable growth and development, including improvements in job growth, workforce development, productivity, business attractiveness, business retention, strengthens community services capacity, and livability. If the answer is yes, please provide a description of how it does so.

26.0   Describe how the project promotes resiliency (physical and/or economic).

Explanation: A project that promotes resiliency, whether it be physical or economic, fosters a community's ability to adapt to changes and challenges for long-term health

and vitality. Examples of resiliency could include strategies to adapt to land use changes in response to industry changes such as the current changes occurring within the retail sector or strategies to address demographic changes. Additionally, it could involve developing alternatives should the original strategy not flourish as anticipated.

27.0   Describe how the project promotes equity and justice (i.e. promotes access to opportunities, fair and just distribution of resources and benefits, etc.)

Explanation: A project that promotes equity and justice provides benefits and/or directly serves communities with transportation disadvantaged populations or environmental justice communities. Transportation disadvantaged communities include older adults, low-income individuals, minority groups, persons living in zero-car households, people with disabilities and/or veterans. MARC defines environmental justice communities as Census tracts that have a people of color population greater than the MPO area average and/or people with low income above the MPO average for population at (or below) the 100% poverty level (10.7%), the 200% poverty level (25.9%), or both. Please explain the benefits of your projects for these populations.

Transportation Impacts

28.0   Describe how safety and/or security measures are integrated into the project.

Explanation: Safety and security measures may vary by mode of transportation, but generally, have the same goal of reducing the likelihood of disabling or fatal crashes and/or promoting the use of transportation modes through increased comfort due to enhanced safety and security.

29.0   Describe how the project promotes and/or connects travel choices.

Explanation: A project that promotes improved travel choices is one that includes a multimodal transportation system, with facilities for bicycling, walking, transit use and other modes of travel. Transportation demand strategies, such as flextime work schedules, telecommuting and ridesharing would also be considered as part of a suite of travel choices.

30.0   Does this project directly serve a regionally identified activity center(s)?
Use this map and turn on the appropriate layer to view data. You may then need to zoom to where your project is located. If yes, what activity center hierarchical classification(s) does this project serve?

Community Engagement and Environmental Justice

31.0   Please describe the transportation disadvantaged populations that will or may be affected by this project and whether the project impacts them positively or negatively. (MARC defines transportation disadvantaged populations as low-income, minority, older adults, disabled, persons living in zero-car households and/or veterans.)

> *Explanation: Please identify these populations, their proximity to the project and the negative and positive impacts of the project on these populations.*

32.0   Please describe relevant public engagement that led up to the development of the proposed project, from comprehensive planning level to conceptual project development. Please describe what public engagement tools and strategies were employed, how you engaged transportation disadvantaged populations, and how feedback received from the public influenced the project.

33.0   Please describe ongoing public engagement planned for this project, including techniques and tools to be used for the general public and those to be used for transportation disadvantaged populations.

34.0   Does the project serve an environmental justice area(s) or has areas with hidden environmental justice populations or does the project provide connections to environmental justice area(s) with opportunities (i.e., jobs access, education, reduce health disparities, etc.)? If yes, please describe.
Use map linked in the application and turn on the appropriate layer to view data. You may then need to zoom to where your project is located.

Project partnerships

35.0   Do you plan on partnering with another agency or organization to implement this effort? Describe the partnerships formed to develop the project and the manner in which these partnerships will benefit the project. In particular, detail project coordination within the sponsor entity and partnership with entities outside the sponsor entity.

36.0   Describe if the project demonstrates sustained involvement with social equity and/or typically underrepresented stakeholders.

Emissions Calculation Outputs

37.0   Carbon Dioxide (CO_2)
38.0   Carbon Dioxide Equivalent (CO_2e)

Explanation: CO_2 is carbon dioxide, while CO_2e or carbon dioxide equivalent is a metric measure used to compare the emissions from various greenhouse gases on the basis of their global-warming potential (GWP), by converting amounts of other gases to the equivalent amount of carbon dioxide with the same global warming potential. The CMAQ calculators provides both CO_2 and CO_2e. When inputting CO_2e, the number must be larger the CO_2.

Project Certification

39.0   In compliance with 23 CFR 450.326, MARC's Transportation Improvement Program must be financially constrained, meaning that programmed expenditures will not exceed the projected amount of revenues reasonably anticipated to be available for each year of the program. Before submitting an application for a project for inclusion into the TIP, all agencies must have sufficient, reasonably-available resources to provide the matching funds required to complete the project. Your project submittal certifies that your agency will have required non-federal matching funds available at the time of federal fund obligation. If no, please explain why you are unable to certify the above statement

40.0   MARC requires all project sponsors to pay a 1% fee from non-federal funds for every dollar of Carbon Reduction Program funds awarded to the project. Does your organization acknowledge and comply with this require?

Uploads

41.0   Partnership letters

> *Explanation: If you claim partners are involved in your project, you must include letters of partnership support from these partners to score points.*

42.0   Maps, photos, graphics

> *Explanation: Please include any maps, photos or graphics that you think will clarify the scope, location or other important qualities of the project.*

43.0   PDF of CMAQ Emissions Calculator Tool with explanation of tool inputs OR explain emission reduction calculations and methodology if no CMAQ tool was available for your project type.

> *Explanation: Is using a CMAQ calculator, please include a PDF showing the calculator Excel worksheet with the outputs for pollutants reduced. Please also explain each calculator input and from where you derived or sourced the inputs. If you are using another method for calculating emissions reduced, please provide the methodology, calculations, and explanation of inputs and where you derived or sourced them. Please contact MARC staff listed at the beginning of this guidebook, should you need assistance with emissions calculations.*

Please note that trees included in your project count as emissions reduced through carbon sequestration. We do not currently have a recommended calculator for trees, but will provide resources before applications are due.