



CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY & CARBON REDUCTION PROGRAM (CRP) PROGRAM GUIDE

For projects beginning in Federal Fiscal Year 2026 - 2028

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1. INTRODUCTION AND GOALS

The Congestion Mitigation and Air Quality Improvement (CMAQ) and Carbon Reduction Program (CRP) Application and Program Guide (the Guide) is a user-focused handbook for New Mexico's Transportation Congestion Mitigation and Air Quality Improvement (CMAQ) and Carbon Reduction Program (CRP). It is intended to assist potential applicants, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), and other transportation planning partners with identifying and applying for the appropriate funding source based on the specific project type and guidance on project development and implementation. This Guide is for eligible applicants applying for Federal Fiscal Year (FFY) 2026, 2027 and 2028 Congestion Mitigation and Air Quality Improvement (CMAQ) and Carbon Reduction Program (CRP) funds. The Guide is most effective in conjunction with the NMDOT Tribal/ Local Public Agency (T/LPA) Handbook, which provides a more detailed description of the federal aid process as administered by NMDOT.

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Carbon Reduction Program (CRP) are Federal Aid Highway Programs (FAHP) that provide reimbursement funding administered by the Research and Climate Bureau in the Planning Division at the New Mexico Department of Transportation (NMDOT) for projects that are designed to reduce transportation carbon dioxide emissions from on-road highway sources.

CMAQ was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 as a response to the federal Clean Air Act (42 U.S.C. 7401 et seq.) and has been reauthorized under every successive transportation bill up to and including the FAST Act in 2015. FHWA implemented the CMAQ program to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. The CMAQ program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. In New Mexico, NMDOT administers the non-mandatory CMAQ program, funding for which is contingent on air quality compliance in communities across the state. The CRP was authorized under the 2021 Bipartisan Infrastructure Law (BIL).

The CMAQ and CRP programs support the goals described in the New Mexico Governor's Executive Order (EO) 2019-003, which states that "the planet has as little as 12 years to take meaningful climate action in order to limit the increase in global average temperature to 1.5°C - the level necessary to forestall dramatic climatic changes that will further imperil our water supplies." It also lists carbon dioxide as one of the six greenhouse gases endangering public health and welfare, recognizing that this pollutant is emitted through the combustion of fossil fuels for electricity generation and for combustion-engine vehicles. EO 2019-003, the resulting New Mexico Climate Strategy Plans (2019 and 2021), and the [New Mexico 2045 Plan](#), the federally mandated Long-Range Statewide Transportation Plan (LRSTP), recognize that the transportation sector is one of the largest sources of greenhouse gas emissions. The 2019 New Mexico Climate Strategy makes two specific recommendations for reducing greenhouse gas emissions by: (1) setting targets for implementing "California clean car standards" and (2) reducing per capita vehicle miles traveled (VMT) to 15% below 2015 levels by 2027. CRP projects selected for funding will support these recommendations and goals laid out in the EO 2019-003, New Mexico Climate Strategy, and the New Mexico 2045 Plan.

Eligible applicants, including Tribal and Local Public Agencies (T/LPAs) may submit applications for CMAQ and/or CRP funds for a wide array of projects that support the reduction of transportation CO₂ emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP) and the MPO Transportation Improvement Program (TIP), where applicable, and be consistent with the New Mexico 2045 Plan and the Metropolitan Transportation Plan, where applicable. CMAQ and CRP projects are treated like other FAHP projects and are subject to requirements under the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, Buy America, and other applicable Federal laws. A match of 14.56% is required and will be contributed by the applying entity.

This call is for eligible projects for FFY 2026, 2027 and 2028 funds. Applicants should identify the desired years for their proposed projects and apply for preliminary engineering and right-of-way in a separate year from construction. As NMDOT reviews, scores, and programs projects, it may seek to adjust funding years to accommodate anticipated project timeline delays, balance programming with available funding, and/or support the highest-ranking applications. Proposed changes to funding years will be discussed with applicants before funding is awarded.

2. ELIGIBLE PROJECTS

A. CMAQ

To be eligible for non-mandatory CMAQ funds, a project must demonstrate that it will effectively reduce net air pollution, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors. Demonstrating air quality benefits with intermodal elements and through modal shift will strengthen any application, especially for freight-related projects.

Below is a list of eligible projects under NMDOT's administration of the non-mandatory CMAQ program¹. Please note that the list of eligible projects below reflects the program and administrative decisions of NMDOT. It does not include all of the eligible projects listed in the FHWA CMAQ guidance. Applications for NMDOT CMAQ funds must fall within the identified subset of NMDOT eligible projects. For information on other possible sources of federal funding for bicycle and pedestrian projects, see this table published by FHWA:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Please note that CMAQ funding cannot be used for repaving or reconstructing a roadway, nor can it be used to fund motor vehicle capacity expansion projects. These activities will not be funded because they do not directly contribute to reducing emissions. Increased capacity can be a strategy to mitigate congestion based on the logic that fuel consumption per vehicle mile would be reduced, but because of induced demand, capacity expansion leads to an increase in traffic volumes and net VMT, counteracting the effectiveness of the strategy both for long-term congestion relief and for offsetting pollution.

¹ The U.S. Federal Highway Administration (FHWA) guidance for CMAQ under MAP-21 is available here: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/.

Per federal requirements, NMDOT may transfer up to 50% of the total state CMAQ apportionment (mandatory and non-mandatory) to other non-FHWA agencies within the US Department of Transportation (e.g. the Federal Transit Administration) for administration of projects. This limitation may affect the number and amounts of transit projects that can be funded through this call for CMAQ projects; thus, this factor will be taken into consideration during application review and selection.

Note: All proposed projects that include steel or iron must demonstrate ability to comply with Buy America requirements; waivers will not be considered. The applicant must demonstrate ability to comply with the requirements within the application.

- Projects to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for Single Occupant Vehicle (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.
- Construction of bicycle and pedestrian facilities (paths, bike racks, support facilities, secured bicycle storage, bicycle lockers, etc.) that are not exclusively recreational, and reduce vehicle trips.
- Road Diets are an eligible activity under CMAQ if the project designates part of the road surface to non-motorized or active transportation and the project application demonstrates 1) that the project would result in a mode shift along the corridor and 2) that the lane reconfiguration will not negatively impact vehicular level of service on the corridor to an extent that it increases net mobile emissions. Applicants should refer to the [NMDOT Road Diet Guide](#) for guidance on how to assess the impacts of a road diet. Note: Coordination with NMDOT Districts is required for projects in NMDOT Right-of-Way.
- Secure bicycle storage facilities and other facilities, including bicycle lanes for the convenience and protection of bicyclists in public areas.
- Activities that promote new or existing services including marketing, outreach, and public education efforts that help forward less-polluting transportation options.
- Efforts that shift traffic demand to non-peak hours, increase vehicle occupancy rates, or otherwise reduce the demand for vehicular traffic.
- Bike Share projects (capital and equipment only) must demonstrate emissions reduction and benefit air quality. Operations of a bike share program are not eligible.
- Vanpools (includes marketing and vehicle purchase); limited to 5 years.
- Many transit projects are eligible for CMAQ funds. The general guideline for determining eligibility is whether the project increases transit capacity and would likely result in an increase in transit ridership and a potential reduction in congestion. As with other types of CMAQ projects, there should be a quantified estimate of the project's emissions benefits accompanying the proposal.
- Transit fare subsidies.
- Locomotive retrofit and the acquisition of clean locomotives.
- New or rehabilitation of existing transit facilities (e.g., lines, stations, terminals, transfer facilities) if associated with new or enhanced public transit, passenger rail, or other similar services that will increase transit service capacity.
- New transit vehicles (bus, rail, or van) to expand public fleet or replace existing vehicles.
- Operating assistance to introduce new transit service, expand transit service, or for transit services that qualify for CMAQ operating assistance under 23 USC 149(m).

- Fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service under the CMAQ program.
- Projects that improve traffic flow, including construction of roundabouts, High Occupancy Vehicle (HOV) lanes, dedicated bus lanes, left-turn or other managed lanes.
- Intelligent Transportation Systems, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Advanced signal and communications systems for transit.
- Traffic calming measures to reduce Single Occupant Vehicle (SOV) travel or emissions.
- Establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles is an eligible expense, unless privately-owned fueling stations are in place and reasonably accessible. Fueling facilities can dispense one or more of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel, or provide recharging for electric vehicles.” Note: Entity must identify the presence of privately owned alternative fuel stations. NMDOT will evaluate the reasonable accessibility for any facilities identified.
- Alternative fuel vehicle projects that are implemented as diesel retrofits and involve the replacement of an operable engine-not standard fleet turnover.
- Diesel engine retrofits and/or full vehicle replacement.
- Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices for public vehicles, are eligible if certified or verified by the Environmental Protection Agency (EPA).
- Purchase of publicly-owned alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others.
- Costs associated with converting public fleets to run on alternative fuels.
 - Congestion pricing and variable road pricing initiatives. Pricing could include: High Occupancy Toll (HOT) lanes, variably tolled express lanes, toll roads, network-wide or cordon pricing, usage-based vehicle pricing. Tolling infrastructure and other innovative pricing approaches are also eligible. Parking pricing - can include time-of-day parking charges that reflect congested conditions. These strategies should be designed to influence trip-making behavior and may include charges for using a parking facility at peak periods, or a range of employer-based parking cash-out policies that provide financial incentives to avoid parking or driving alone. Parking pricing integrated with other pricing strategies is encouraged.
- Demonstration transportation projects expected to reduce emissions by decreasing VMT, fuel consumption, congestion, or by other factors, but does not have supporting data in emission reductions. Additional agreement and reporting requirements apply to demonstration projects.

B. CRP

To be eligible for CRP funds, a project must demonstrate that it will effectively reduce transportation CO₂ emissions. Projects must fall under one of the eligible project types listed below. Please note that the list of eligible project types reflects the program and administrative decisions of NMDOT and may not include all the eligible project types listed in the FHWA CRP guidance.

- Projects to establish or operate a **traffic monitoring, management, and control facility or program**, including advanced truck stop electrification systems, as described in 23 U.S.C. 149(b)(4).
- **Public transportation projects** as eligible under 23 U.S.C. 142, including bus passenger loading areas and facilities (including shelters), fringe and transportation corridor parking facilities,

electric vehicle charging stations or natural gas vehicle refueling stations to serve public mass transportation passengers, and capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130.

- **Transportation alternative projects**² as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act. Sections in effect prior to the enactment of the FAST Act include the following eligible projects:
- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users, for transportation uses.
 - Community improvement activities, including:
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidanceⁱ); and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.
 - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff;
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- **Advanced transportation and congestion management technology projects**, as described in 23 U.S.C. 503(c)(4)(e), including: advanced traveler information systems; advanced transportation management technologies; advanced transportation and congestion management technologies infrastructure maintenance monitoring, and condition assessment; and transportation system performance data collection, analysis, and dissemination systems.
- Deployment of **infrastructure-based intelligent transportation systems** capital improvements and the installation of vehicle-to-infrastructure communications equipment.
- Projects to **replace street lighting and traffic control devices** with energy-efficient alternatives.
- Projects or strategies 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.
- Projects to reduce the environmental and community impacts of **freight movement**.
- Projects that support the deployment of **alternative fuel vehicles**, including: the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and the purchase or lease of

zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities.

- **Diesel engine retrofits** as described in 23 U.S.C. 149(b)(8).
- Projects to **improve traffic flow** that are eligible under the CMAQ program, and that do not involve construction of new capacity [as per § 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]. Eligible CMAQ projects include construction of roundabouts, High Occupancy Vehicle (HOV) lanes, dedicated bus lanes, left-turn or other managed lanes.
- Projects that **reduce transportation emissions at port facilities**, including through the advancement of port electrification.

The **additional project types listed below** are also eligible for funding. The NMDOT CRP Coordinator and FHWA-NM Division makes the final determination on eligibility, as to whether a project has fully demonstrated this reduction. Various tools are available to demonstrate emissions reductions; see the [Appendix](#) for additional detail on these tools. If the project sponsor wants to use another tool, please seek prior approval from the NMDOT CRP Coordinator. **Any demonstration of the project's reduction in transportation CO₂ emissions must be included in the application.** Additional project types requiring demonstration of transportation CO₂ emissions reductions:

- **Sustainable pavements technologies** that reduce embodied carbon during the manufacture and/or construction of highway projects;
- **Renewable energy generation facilities and biological carbon sequestration practices**, such as solar arrays and wind turbines in the highway Right-Of-Way (ROW)²; and
- **Mode shift projects in the ROW** that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity. Projects that may be eligible include: projects that separate motor vehicles from pedestrians and bicyclists; matching vehicle speeds to the built environment; increasing visibility (e.g., lighting); advancing implementation of a Safe System³ approach, and improving safety for vulnerable road users. Micromobility and electric bike projects, including charging infrastructure may also be eligible.

3. INELIGIBLE ACTIVITIES

- No funds may be provided for a project that will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times.
- Traffic project feasibility studies, traffic studies, models or monitoring networks.
- Routine maintenance and rehabilitation projects, including reconstruction or repaving of roads.

² For information on these practices see the FHWA [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#)

³ For FHWA resources and guidance on the Safe Systems approach visit: <https://highways.dot.gov/safety/zero-deaths>

If you are applying for CMAQ or CRP funds for a larger project that includes ineligible activities, you must disaggregate the costs of eligible and ineligible activities and apply only for eligible activities.

For more detailed information on project eligibility and possible alternative funding sources, see: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

4. CMAQ & CRP PROGRAM INFORMATION

A. What CMAQ funding is available

NMDOT receives approximately \$10 million in CMAQ funds yearly to support projects that improve air quality and reduce congestion. This amount is the entire state allocation, including mandatory CMAQ funds. NMDOT maintains latitude in programming CMAQ non-mandatory funds for projects it deems best fulfill the program's goals.

Mandatory CMAQ funding is made available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (for nonattainment areas) and for former nonattainment areas that must demonstrate compliance (maintenance areas). Currently, El Paso Metropolitan Planning Organization (EPMPO) is the only recipient of mandatory CMAQ funds for a portion of southern Doña Ana County that is a non-attainment maintenance area. **NMDOT administers non-mandatory CMAQ funding** which is available statewide for projects and programs that improve air quality and reduce congestion. Changes may occur at the federal level that can impact funding amounts, program requirements, and eligibilities. If those occur, we will work with our planning partners to implement necessary revisions to the CMAQ program.

B. What CRP funding is available

NMDOT anticipates approximately \$9.3 million (not including obligation limits, debt services, or other limitations) in CRP funds to support projects that reduce transportation CO₂ emissions. The funds for this call do not include the funds directly allocated to the state's Transportation Management Areas (Mid-Region and El Paso MPOs). Funds are further suballocated by population and Urban area (MPO), illustrated in the table below. NMDOT maintains discretion in programming CRP funds for projects it deems that best fulfill the goals of the program.

Federal Funding Suballocations- all values are estimates and do not include obligation limitation or other funding limits.

<i>Suballocation</i>	<i>Urban Area</i>	<i>Estimated Federal Amounts Available Per FFY</i>
Pop over 200k (suballocated by Urban Area)	Mid-Region MPO	\$627,681
	El Paso MPO	\$118,277
Pop 50k to 200k (suballocated by Urban Area)	Farmington	\$198,444
	Las Cruces	\$534,181
	Los Lunas	\$204,586
	Santa Fe	\$361,292
Pop 5k to 49,999		\$1,664,522
Pop under 5k		\$2,085,326
Any Area (35%)		\$1,371,207
	Total	\$7,165,516

¹ For information on these practices, see the Federal Highway Administrative (FHWA) [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#)

¹ For FHWA resources and guidance on the Safe Systems approach, visit: <https://highways.dot.gov/safety/zero-deaths>

5. FUNDING REQUIREMENTS

T/LPAs wanting to pursue CMAQ or CRP funding should review the NMDOT T/LPA Handbook to understand the specific requirements to successfully complete a project before applying. A current copy of the NMDOT T/LPA Handbook can be found on the [NMDOT T/LPA document and information webpage](#), along with all pertinent information regarding the T/LPA program requirements.

Agreements for T/LPA lead projects that involve infrastructure design and/or construction are overseen by NMDOT’s Project Oversight Division (POD) and follow the NMDOT T/LPA agreement process in coordination with the appropriate NMDOT Regional Design Center. Infrastructure projects require separate agreements for design and construction phases in separate FFYs.

Alternatively, some projects may be further along in the project development process and may be eligible for construction funding only. **Any project application for construction funds only must receive prior approval from the appropriate NMDOT Regional Design Center.** Often, these projects previously received Federal funds for the project’s design phase and/or were designed to the required standards. Prior approval from the appropriate Regional Design Center ensures projects comply with NMDOT and federal standards and are ready to move to construction. All projects awarded construction funding only will require a Plans, Scheduling, and Estimate (PS&E) review meeting coordinated by the design region TLPA coordinator and must meet all requirements outlined on the [PS&E Checklist](#), including the five certifications (Environmental, Right of Way, Utilities, Rail, and ITS). Before the obligation of the construction funding, the (PS&E) required documentation must be approved by the appropriate Regional Design Center, District, and Construction and Civil Rights Bureau (CCRB). Approval of the project’s design will be documented by the executed obligation letter along with the approved PS&E package and must be submitted to POD for obligation of the awarded funding. The construction funding agreement will not be issued until the approved PS&E package is submitted to POD.

Detailed project schedules are required for all awarded projects before a project agreement is developed. The NMDOT T/LPA Handbook has more information on planning, design, certification, and construction requirements (see Appendix II).

A. T/LPA Certification Requirement

NMDOT's Construction and Civil Rights Bureau initiated a mandatory T/LPA Certification Program that requires the "Person in Responsible Charge" for Federally funded T/LPA Projects to become certified on the T/LPA process prior to entering into a design and/ or construction agreement with NMDOT. This ensures compliance with Federal and State regulations, the terms of the Cooperative Agreement, and the requirements outlined in the NMDOT T/LPA Handbook.

Consultants hired by T/LPAs to provide technical assistance on projects must have a certified Engineer of Record and the T/LPA's Construction Project Manager must also be certified. It is highly recommended to have multiple staff members of an entity certified to provide oversight and understanding of the requirements for T/LPA projects. Training materials are free and available online. Previous recordings of the T/LPA Handbook training can be found here: [POD-TLPA \(dot.nm.gov\)](https://www.pod-tlpa.dot.nm.gov)

[For more information regarding the T/LPA Certification process, contact](#) Danny Sandoval, NMDOT T/LPA Certification Coordinator, at danny.sandoval@dot.nm.gov, or (505) 690-5948.

B. Buy America and Build America, Buy America

Awarded CMAQ and CRP projects must comply with all Buy America and Build America requirements. Note that requirements have changed! NMDOT is currently developing guidance on the implementation of the changes to Buy America, expanding a list of items that are covered under Buy America, the Waiver for De Minimis Cost and Small Grants, and required tracking.

NMDOT utilizes the "step" certification process for all projects using steel or iron. NMDOT does not pursue Buy America waivers on behalf of T/LPA applicants.

On August 16, 2023, the U.S. Department of Transportation (USDOT) published in the Federal Register a public interest Waiver for De Minimis Costs and Small Grants. The public interest waiver is for projects funded under DOT-administered financial assistance programs for iron, steel, manufactured products, and construction materials under a single financial assistance for which:

- The total value of the non-compliant products is no more than the lesser \$1,000,000 or 5% of total applicable costs for the project*; or
- The total amount of Federal financial assistance applied to the project, through awards or subawards, is below \$500,000

*This bullet does not apply to iron and steel subject to the requirements of the 23 U.S.C. 313 on financial assistance administered by FHWA. The de minimis threshold in 23 CFR 635.410(b)(4) continues to apply for steel and iron.

- FHWA Buy America resources:
<https://www.fhwa.dot.gov/construction/cqit/buyam.cfm>

C. Applicant Eligibility

Non-Tribal entities wishing to apply for Federal funds through TAP/RTP must have a Title VI Plan. The plan addresses Title VI of the Civil Rights Act of 1964 and is the LPA's written document outlining how they will ensure no persons will be discriminated against based on race, color, national origin, sex, age, disability, limited English proficiency, or income status with the implementation of programs, services, or projects that utilize Federal funds. While Tribal governments are exempt from these requirements, NMDOT supports plans and policies as a best practice. The Title VI Plan should be formally updated every three (3) years and submitted to the NMDOT Title VI Program Coordinator. If your agency has a Title VI Plan already on file with NMDOT, an annual report, due October 1, should be sent to the NMDOT Title VI Program Coordinator at ADA.TitleVICoordinator@dot.nm.gov, outlining any complaints received and/or changes in procedural or organizational structure. For additional information please see the [NMDOT T/LPA Handbook](#).

Recipients of federal funds must have the financial capacity to complete, operate, and maintain the project. T/LPAs are responsible for paying all costs up front and submitting invoices for reimbursement on a quarterly (or more frequent) basis. T/LPAs will be vetted by NMDOT finance specialists for financial fitness. As determined by the NMDOT Chief Financial Officer, only T/LPAs with sound financial systems and records may be awarded federal funding.

Funds required from other sources (for non-federal match) must be reasonably expected to be available. Please include documentation of commitment to the non-federal match requirement as described in the [Appendix](#) under Sample Resolution of Sponsorship. NMDOT and other state agencies may submit letters indicating their ability to provide an eligible match.

Programming timelines for completion of projects must be implemented within Federal delivery requirements.

Who can Apply for CMAQ & CRP Funding?

The following entities are considered eligible sub-recipients for CMAQ and CRP funds:

- local governments;
- transit agencies;
- public school districts;
- state agencies, including NMDOT;
- tribal governments; and
- any other local or regional governmental entity.

The following entities are ***not*** considered eligible sub-recipients for CMAQ & CRP funds:

- Non-profits as direct grant recipients of the funds (non-profits are eligible to partner with any eligible entity on an eligible CMAQ project);
- MPOs and RTPOs (these entities may partner with an eligible entity to carry out a project if the eligible entity is the sub-recipient); and
- High-risk entities, determined at NMDOT's discretion, even if they are otherwise eligible. High-risk entities are defined by financial risk or historical lack of capacity to manage federally funded projects.

- Any local public agency entity that does not have a compliant ADA Transition Plan or Title VI Policy on record with NMDOT's Construction and Civil Rights Bureau at the time of application submittal (see below). All entities that receive federal funds must comply with Federal and NMDOT Construction and Civil Rights Bureau (CCRB) requirements for Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). Compliance consists of having a current and approved Title VI Plan on file with NMDOT CCRB and having an approved ADA Transition Plan (or exemption) on file with NMDOT CCRB. Tribal governments are exempt from these requirements. LPAs must have appropriate documents and approval at the time of the application submission.

D. What is the Match Requirement?

CMAQ and CRP require a non-federal match from the recipient of 14.56% of the *total project cost*. Tribal entities may use Tribal Transportation Program (TTP) funds for their local match. For a select few project types listed under 23 U.S.C. 120(c), states are able to program a full, 100 percent Federal share.

The State of New Mexico recently created the New Mexico Match Fund, which is designed to amplify federal funding opportunities for infrastructure, research, economic development and other projects that will benefit New Mexico. The New Mexico Department of Finance and Administration administers three grant programs to eligible entities. More information is available here:

<https://www.nmdfa.state.nm.us/nmmatchfund/>.

E. How will my Agency Receive Funds?

CMAQ and CRP are a cost-reimbursement program. If a T/LPA's application is selected for funding, the T/LPA will enter into a Cooperative Project Agreement with NMDOT. The entity is responsible for paying all costs up front and requesting reimbursement from NMDOT by submitting (minimum) monthly invoices and proof of payment. The entity submits reimbursement requests to NMDOT, documenting 100% of the costs incurred and is reimbursed at the rate of 85.44%; the remaining 14.56% represents the entity's match requirement.

All costs submitted for reimbursement are subject to Federal and State eligibility requirements.

Any work completed before NMDOT issues a Notice to Proceed is not eligible for reimbursement. For example, the T/LPA cannot be reimbursed for costs associated with completing an application or for engineering/design work completed before the responsible charge receives a Notice to Proceed. ***Additionally, the entity is responsible for any costs exceeding the Federal award amount.***

F. How Long are Funds Available?

The official project term (that is, the period during which eligible project costs and activities are reimbursable) is spelled out in the Cooperative Project Agreement. Cooperative Project Agreements generally anticipate one to two years for each project phase; if a project exceeds this timeframe, NMDOT will require an amendment to the existing agreement provided the entity can demonstrate substantial progress has been made on the project. Further, the obligation of construction funds is contingent upon completion of the design phase of a project; therefore, entities must complete the design phase within the designated timeframe for NMDOT to obligate construction funds in the federal fiscal year in which the funds are programmed. Design funds awarded and not spent cannot be rolled over to construction.

G. What are the Funding Limitations?

Infrastructure projects seeking funds through the statewide process must have a minimum of \$500,000 in total costs. Non-infrastructure projects do not have a minimum required amount. Infrastructure projects include any project that will eventually lead to physical construction of a CMAQ or CRP eligible project, even if construction funds are not included in the application.

H. Other Considerations

CMAQ and CRP funds are Federal-Aid Highway Program (FAHP) funds and must be expended in accordance with all applicable Federal, State, and local regulations. ***Applicants are advised that compliance with Federal and State regulations requires a significant commitment of time and resources on the part of the applicant/responsible charge.***

Applicants are encouraged to consider the following questions prior to submitting an application for CMAQ and/or CRP funding:

- Does your agency have the necessary staff to administer the project and funding?
- Does your agency have the funding to pay all costs upfront before seeking reimbursement?
- Does your agency have the funding to pay the match requirement and support any costs that cannot be reimbursed?
- Has your project management staff attended any trainings relating to FAHP project oversight and administration? Applicants are strongly encouraged to attend online National Highway Institute (NHI) courses such as Federal-Aid Highways 101, Highway Program Funding, etc.. in conjunction with the required T/LPA Certification Training. Projects must comply with all applicable Federal and State requirements from project design through implementation/construction, administration, and close-out. NMDOT will inform MPO/RTPO staff when and where the aforementioned trainings will take place. Finally, NMDOT will require all recipients of CMAQ non-mandatory funds to submit a reporting analysis in the application. NMDOT will provide guidance on the format and base assumptions to be used in this analysis.

If a T/LPA uses Federal funds to purchase right-of-way but construction of the project on this right-of-way is not undertaken by the close of the 20th year, the T/LPA must repay all incurred costs to NMDOT. A T/LPA that has received authorization to proceed with the design of a Federally-funded project and fails to purchase right-of-way or begin construction within 10 years must repay to the NMDOT all Federal funds paid to the T/LPA for design, including preliminary engineering and right-of-way acquisition.

I. Ribbon Cuttings & Groundbreaking Ceremonies

A ribbon cutting is an official ceremony that marks the public opening of a new project. A groundbreaking is an official announcement of the start of the project's construction. If a ribbon cutting or a groundbreaking is scheduled, the T/LPA shall notify the NMDOT Region Coordinator and the NMDOT Communication Director, who will in turn invite the state's Congressional Delegation.

J. Prior and Post Reporting/Photos

If an entity has prior/post data of the project documented, NMDOT requests that those files be shared with NMDOT.

6. APPLICATION PROCESS AND PROJECT SELECTION

A. Timelines and deadlines for applications and selected projects

In coordination with NMDOT, MPOs and RTPOs will distribute this Guide and provide a schedule of specific dates and deadlines for the call for projects. An agency interested in applying for funds will first request a Project Feasibility Form (PFF) from their MPO/RTPO. The PFF must be filled out and returned to the MPO/RTPO planner before the PFF deadline set by the MPO/RTPO. The MPO/RTPO planner will then schedule a PFF meeting to be attended by the project's Person in Responsible Charge, the MPO/RTPO planner, appropriate NMDOT staff (District staff, Planning Liaison, Environmental staff, Regional Design Center's T/LPA Coordinator, Program Coordinator etc.), and others involved in the project. The entity should take notes at this meeting, capturing any recommendations, as the goal is to improve the proposed project. If a project is deemed feasible at the PFF meeting, the NMDOT District representative and T/LPA Person in Responsible Charge will sign the PFF.

Once an entity has a signed PFF, they can begin preparing their application packet, as itemized in Section B below. For projects located in RTPO areas, once a PFF is approved by the appropriate District representative, it must be included on the RTPO's Regional Transportation Improvement Program Recommendations (RTIPR) according to the RTPO's adopted procedures, if the entity decides to submit an application. If the RTIPR update timeline does not allow for approval prior to application, applicant should include a draft RTIPR showing the project's inclusion and noting the RTPO's RTIPR schedule for adoption.

MPOs may conduct a different feasibility process than described above; RTPOs must follow the process outlined above. Smaller MPOs are now required to utilize this feasibility process.

All applicants must coordinate with and submit their applications for review to the appropriate MPO or RTPO based on the project's physical location and applying agency. Appendix X provides a map and contact information for all the MPOs and RTPOs in New Mexico. Eligible entities will submit their funding applications through NMDOT's new Application Portal. The Portal includes the same language and questions as the fillable TAP and RTP Application form provided to the T/LPA. **A newly required Letter of Concurrence from the MPO/RTPO shall also be submitted with the application into the Application Portal under supporting documentation. Refer to your MPO or RTPO for their specific timelines and application processes.**

Below is a summary of funding cycle deadlines and activities from the opening of the call for projects through the obligation of funds for awarded projects. Agreements for "non-infrastructure" projects will be administered by the appropriate NMDOT Program Coordinator; if awarded funds, these entities will not need to submit Agreement Request Forms (ARF) as described below.

Below is a summary of funding cycle deadlines (for projects beginning in FFY2026 or later) and activities from the opening of the call for projects through the finalization of the 2026-2028 STIP. Agreements for "non-infrastructure" projects will be administered by the NMDOT CMAQ & CRP Program Coordinator; entities will not need to submit Agreement Request Forms (ARF) as described below for funds awarded for non-infrastructure projects.

CMAQ & CRP Funding Cycle Timeline for projects beginning in FFY2026- Plus. Critical deadlines are in **bold**.

Month	Year	Activity
November 4	2024	Call for projects open
November- January	2024- 2025	<p>PFFs due to RTPO planner (or to MPO planner if MPO is using PFF process); RTPO planner (and MPO planner if MPO is using PFF process) sets own deadline for receiving PFFs</p> <p>RTPO (or MPO) planner schedules PFF meetings with RTPO (or MPO)/NMDOT liaison/District/Enviro/NMDOT TLPA Coordinator/responsible charge</p> <p>MPO planner screens all potential applicants for feasibility, phasing, etc. (if not using the PFF process)</p> <p>RTPO/MPO planners set their own deadline for completing PFF meetings (or MPO-specific feasibility screening process)</p> <p>Projects in RTPO areas whose PFF is signed off on by the appropriate District representative at the PFF meeting must be included in the RTPO's RTIPR</p>
December - February	2024 - 2025	Entity completes the application and submits to MPO/RTPO planner according to the deadline set by MPO/RTPO
January - March	2025	MPO/RTPO planner evaluates applications for eligibility and completeness and shall provide the Entity with a Letter of Concurrence to include in the application.
March 7	2025	<p>The entity shall submit a complete application to NMDOT Climate Action Programs Coordinator through the new application portal via link provided by the MPO/RTPO Planner.</p> <p>Late or incomplete applications will not be accepted.</p>
March	2025	NMDOT CMAQ and CRP Program Coordinator reviews applications for eligibility and completeness and prepares the application portal dashboard for rating and ranking by CMAQ and CRP Selection Committee.
April	2025	CMAQ and CRP Committee rates, ranks, and selects projects for award.
April	2025	NMDOT sends out award forms and regret letters. Entities must sign and return the form to confirm acceptance of federal funding and commitment to the required local match.
April – June	2025	Projects added to MPO TIPs and STIP Preview
April- September	2025	TIPs/STIP public review and approval
October 1	2025	2026-2028 STIP becomes active

*Draft TIP/STIP pages for awarded projects can be used to develop Agreement Request Forms (ARF), per NMDOT T/LPA Handbook.

Refer to [T/LPA Handbook](#) for project development timelines after the STIP has become active.

B. What Needs to be Included with the Application

Applicants must submit the following via the Application Portal:

- **Project Feasibility Form (PFF)** signed by District representative – see Appendix I (MPOs that conduct a different process for determining feasibility do not need to include a signed PFF)
- **Letter of Concurrence from MPO or RTPO Planner**
- **CMAQ/CRP Application** – see Appendix I
- **Resolution of Sponsorship** indicating 1) proof of match, 2) budget to pay all project costs upfront (funding is by reimbursement), and 3) acknowledgment of maintenance responsibility – see Appendix IX; alternatively, an official letter signed by the entity’s chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- **The Buy America Acknowledgement includes a description of recent updates and changes to the Buy America program and new requirements under the Build America, Buy America Act.** This document is attached to the application and must be signed by the entity.
- **Letter(s) of Support** regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not located entirely within the jurisdiction of the T/LPA. The letter(s) must also address which entity will take on the maintenance responsibility of the proposed project.
- **Basic map** of general project location provided within the application portal (not required for non-infrastructure projects)
- Any **additional documentation** in support of scoring factors.

Entities are responsible for submitting **complete** applications to NMDOT no later than close of business (COB) on **March 7, 2025**. Application packets must be submitted through the Application Portal with supporting documentation provided as PDF documents. Emailed, faxed, or mailed submissions will not be accepted. Late or incomplete applications will also not be accepted.

C. Application Scoring Factors

The competitive process is intended to allow entities to demonstrate the merit of projects based on how projects relate to improving air quality according to the goals and intent of the CMAQ and CRP program.

Application packages submitted to the NMDOT will be rated and ranked by a selection committee in a statewide competitive process. Scoring factors and point criteria are detailed below. Higher-ranked projects are more likely to receive funding. Funding is limited by the total CMAQ and CRP allocations. At its discretion, the CMAQ and CRP selection committee may adjust the prioritization of projects selected to program funds in a geographically equitable manner.

After projects are selected, the NMDOT CMAQ and CRP Coordinator will send award letters to the responsible charge for the selected projects. Applicants whose projects were not selected will also be notified. The NMDOT CMAQ and CRP Coordinator will coordinate with the respective MPOs and NMDOT

STIP Unit to ensure that selected projects are programmed into the metropolitan TIPs (for MPO projects) and the STIP.

Applications will be evaluated according to screening and evaluation criteria. **Screening Criteria** will be used to determine a proposed project's eligibility. Projects that do not satisfy the screening criteria will not be evaluated further. **Evaluation Criteria** will be used to score and assign priority ranking to projects based on their relative merits.

Ensure that the proposed project and applicant have met all Screening Criteria before submitting your application package. Responses to application questions and Evaluation Criteria should provide reviewers with a thorough overview of the project's scope and impact. The CMAQ and CRP non-mandatory review committee considers the scoring criteria in the broader context of emissions reduction and cost-effectiveness to help fulfill the goals of the federal Clean Air Act.

D. Project Eligibility Screening Criteria

The program coordinator will determine project eligibility based on the screening criteria outlined in this guide via the information provided by the application and other sources of information (e.g., ADA Policy and Title VI Policy compliance audits). Projects that do not satisfy all of the screening criteria will not be evaluated further and will not be sent to the selection committee.

All projects will first be evaluated based on their eligibility for CMAQ and/or CRP funds per Federal Register Vol. 73 guidelines, No. 203, and any subsequent FHWA guidance. Projects eligible for CMAQ and/or CRP funding will receive further screening based on the criteria below. The selection committee will not consider any project not fulfilling all of the screening criteria. Responses to application questions and Evaluation Criteria should provide reviewers with a thorough overview of the project's scope and impact. The CMAQ and CRP selection Committee considers the scoring criteria in the broader context of transportation CO₂ emissions reduction and cost-effectiveness.

A. Selection Criteria

NMDOT has established the following selection criteria for evaluating projects after they have been screened by the CMAQ and CRP Coordinator as described in the section above titled "Screening." The CMAQ and CRP selection Committee will evaluate proposed projects to determine the degree to which they accomplish each criterion's stated goal or purpose. Please provide clear and concise narrative responses to communicate how the proposed project addresses the following, providing supporting documents or studies as necessary:

1. Planning Consistency

A. Project is included in or is consistent with the goals and policies of an adopted Statewide, Metropolitan, or Regional Transportation Plan. Copies of *relevant* plan pages (not the entire plan) where the project appears or with which it is consistent are referenced and provided or;

B. Project is included in or consistent with other state, local, or regional plans. Copies of *relevant* plan pages where the project appears or with which it is consistent are provided. **Do not include an entire plan.**

Eligible Planning Documents:

- Infrastructure and Capital Improvement Plan (ICIP)
- Metropolitan Transportation Plans (MTP)
- Regional Transportation Plans (RTP)
- Bicycle and Pedestrian Plans
- Economic Development Plans
- Comprehensive Plans
- Land-Use Plans/Studies
- Corridor Studies
- Master Plans
- Safe Routes to School (SRTS) Plans
- Sector Plans
- Road Safety Assessments/Audits (RSAs)
- Safety Plans
- NM MainStreet Plans
- Other documents approved by the CMAQ and CRP program coordinator.

Planning consistency demonstrates community support for that project and shows how a project helps meet the goals of a community or region. Adopted plans go through robust public involvement processes and are formally adopted by councils, commissions, or agencies. Consistency is cited for projects not specifically identified in the plan, but that support the goals outlined in the plan.

To benefit communities most and ensure project success, NMDOT requires planning consistency to ensure that selected projects meet local needs and desires and have broad community support.

Demonstrating consistency with a plan often requires the addition of comments to the pages of the planning document as justification of consistency. If it is not clear to those reviewing your application how the project is consistent with the plans you are providing, your application will be less competitive. Do not assume the committee reviewing your application will see the consistency you intend to demonstrate in the pages you include from various plans.

2. Financial Feasibility

A. Recipient of funds must have the financial capacity to complete, operate, and maintain the project. T/LPAs are responsible for paying all costs up front and submitting invoices for reimbursement. T/LPAs may be vetted by NMDOT finance specialists for financial fitness. Only T/LPAs with sound financial systems and records will be awarded federal funding.

B. Funds required from other sources (for local match) must be reasonably expected to be available. Please include documentation of commitment to the local match requirement. Please reference the CMAQ and CRP Program Guide, NMDOT Resources – Section 8, for a sample “resolution of sponsorship.”

C. Project can be implemented within Federal delivery requirements. Describe the proposed programming timeline for the completion of the project.

B. Scoring Criteria

1. Planning (10 points)

For Part A, list attachments and enter the document’s name and short reference to how each document is relevant to your project. Do not assume the committee reviewing your application will see the connection you are trying to make.

Parts B and C communicate project readiness and help the committee understand project preparation and potential obstacles.

Application Question, part A:

*Demonstrate how the proposed project is included in or consistent with eligible local and regional planning documents (see “Planning Consistency” section above for a list of eligible documents). Attach copies of plan pages where this project appears or with which this project is consistent. Include the cover page to the plan and **only pages with relevant information**; highlight or indicate passages relevant to this project. Include comments to justify relevance/support.*

Application question, part B:

What has been done already in preparation for this project (community engagement, public meetings, preliminary engineering, permitting, right-of-way acquisition, data collection, etc.)?

Application question, part C:

What obstacles or problems must be overcome to implement this project? Include anything that could potentially delay implementation or cause changes to budget.

2. Transportation Demand Management (25 points)

Transportation demand management represents a variety of strategies aimed at reducing vehicle miles traveled or vehicle trips generated by increasing travelers’ mode choices for reaching destinations. Common eligible strategies include ride sharing, congestion pricing, managed lanes, transit improvements such as bus rapid transit, creating high-quality bicycle and pedestrian infrastructure such as protected

bike lanes, parking pricing, traffic calming measures, programs to incentivize non-automobile travel, or intermodal freight projects that will reduce truck VMT.

Most CMAQ and CRP eligible projects contain an aspect of travel demand management, though how you respond to this question will vary depending on the project type. See additional caveats for freight and transit projects.

Context Inventory: Fill in the table to the best of your ability using available data on project context. Since committee members may not be familiar with the local context for the project, this information helps to convey an objective understanding of traffic conditions in the project area.

- a. The project area is the area you are describing in the data below. Define your project area based on the area that will be most immediately served or impacted by the project. Because the area impacted varies widely by project type and context, the applicant is to decide how to best define the project area.
- b. Transit service available and transit provider: drop-down menu for the type of service available and text box for name of transit provider.
- c. Sidewalk conditions: Consider the whole pedestrian access route in the project area, not just ADA-compliant ramps. Are sidewalks level; are there obstructions in the sidewalk such as telephone poles or vegetation; is the width of sidewalks adequate and consistent, do sidewalks connect to other sidewalks in the network, etc.? There are two drop-down menus; one to rate sidewalks in the area as good/fair/poor, and the other to acknowledge any ADA compliance issues.
- d. Population and projected population in the project area as defined above. This helps the committee understand the demographic context and how the project will serve both current and future conditions. For this question include projection for population based on planned or anticipated growth.
- e. Posted speeds – document if the project will result in a change in the posted speed. If no change, enter the same speed before and after.
- f. Annual Average Daily Traffic (AADT) and projected AADT. Demonstrate current and projected traffic volumes in the area using the AADT of the primary corridor impacted by the project. If multiple corridors exist, include AADT for the largest and second largest cross streets bisecting the project area (cross-street 1 and 2 in the application). If this does not apply to your project, or if there is only one cross street, type N/A.

Application Question 2, Part A:

Describe how this project meets CMAQ and/or goals of improving air quality by reducing trips in single-occupant vehicles, fuel consumption, and/or vehicle miles traveled.—For freight-oriented projects, respond by explaining how this project enhances efficiency, resiliency, integration, and connectivity across and between modes.

-- Transit projects must demonstrate a need for the project or describe measures undertaken in the service area that demonstrate either the readiness for transit or plans to create transit-oriented-development (see Appendix VIII).

Application Question 2, Part B:

Context Inventory: For the project area, please provide the following data:

- a. Define project area:
- b. Transit service in the project area: (Fixed-route transit service, on-demand or paratransit, vanpool or park-and-ride, no transit service)
- c. Current sidewalk conditions in project area: (good/fair/poor/no sidewalks) (ADA compliant/Not fully ADA compliant)
- d. Population in the project area and projected change:
- e. Posted speeds and planned changes:
- f. AADT on the corridor (and cross streets):

3. Air Quality Improvement (20 points)

Improving air quality is the primary purpose of the CMAQ program; thus, demonstrating that a project will result in a net reduction in emissions is critical for the success of the program. Applicants will be scored relative to expected performance in each category. Qualitative responses will be scored based on the likely magnitude of their impact on net emissions.

For quantitative analyses, FHWA provides several air quality calculators that can be used with CMAQ air quality analyses. Check the website for the latest available calculators:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

Project types for which calculators are available at the time of publication of this guide include:

- Alternative Fuel Vehicles and Infrastructure
- Bicycle and Pedestrian Improvements
- Electric Vehicle and EV Charging Infrastructure
- Diesel Idle Reduction Technologies
- Transit Bus Service and Fleet Expansion
- Transit Bus and Locomotive Retrofits and Replacement
- Carpooling/Vanpooling
- Alternative Fuels and Vehicles
- Advanced Diesel Truck/Engine Technologies
- Congestion Reduction and Traffic Flow Improvements (intersection improvements, roundabouts, traffic signal synchronization)
- Managed Lane Facilities and Conversion
- Dust Mitigation (street sweepers, treatment of unpaved roads).

Check the website above for the latest updates. If you use a different tool or methodology to calculate air quality improvement, please provide documentation on how your calculation was derived along with the calculated benefit.

Pollutants regulated by the federal Clean Air Act include carbon monoxide, lead, nitrogen dioxide, ozone, particle pollution (PM_{2.5} and PM₁₀ and PM precursor NO_x) and sulfur dioxide. NMDOT also considers the air quality benefits of reducing greenhouse gases. Quantitative analyses derived from MOVES, EMFAC, AP-42 or other methods accepted by FHWA may also be used. The link is here: [MOVES, EMFAC, AP-42](#)

If a calculation cannot be made, explain how this project will impact mobile source emissions and air quality. Include an estimation of the magnitude of the predicted impact based on available data, information, or research. Responses should clearly articulate assumptions so reviewers can understand how estimated impacts were derived.

Application Question 3:

Dropdown menu for project type: (Select project type)

Quantitative: *If your application is for a project type for which FHWA spreadsheet calculator is available, attach a calculation for your project to your application. Links to calculators can be found here: https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/. Project types for which calculators are available can be selected in the dropdown menu above. Check the website above for the latest updates. If another calculation method is performed, select "other -- quantitative analysis provided" and described below.*

Qualitative: *If air quality improvement cannot be calculated, select "other -- qualitative analysis provided." Explain why a quantitative analysis cannot be provided and provide a qualitative analysis of how this project will lead to a net reduction in mobile source pollution.*

4. Economic Vitality (10 points): CMAQ eligible projects often have the potential to stimulate economic activity or to generate cost savings to residents and local entities. Economic impacts can be direct or indirect.

Application Question 4:

Describe and quantify the desired impact of this project on economic activity in the project area. How will the success of this project contribute to existing local, regional/statewide economic development efforts, including tourism? Please cite and provide any supporting documents or studies.

5. Safety and Security (20 points)

Safety features are a relevant scoring category because the public is not likely to embrace modal shift or other air quality improvement measures unless safety concerns are effectively addressed. Measures could include strategies or design features that make active transportation a safe, less dangerous or unpleasant experience, or features that address safety needs of motorists:

Application Question 5:

Explain any safety issues addressed by this project and provide any available data. Describe how your eligible project will increase the safety and security of motorized and non-motorized users. Consider user's ability to commute and access services and amenities by walking, bicycling, public transit and automobile. Please cite and provide any supporting documents or studies.

6. Accessibility and Connectivity (10 points)

A more integrated and connected transportation network can move goods and people more efficiently. Creating more connections can alleviate congestion by allowing motorists more choices in taking alternate routes, while shorter block lengths generally encourage walking. Improving the connectivity and ease of transition between modes of transportation can reduce congestion by removing cars from traffic and creating alternative routes, while improving mobility and efficiency for the traveling public.

Application Question 6:

Explain how project will enhance accessibility, mobility and connectivity, across and between modes, for people and freight and promote energy conservation.

7. Equity (5 points)

NMDOT strives to support community prosperity and vitality through a multimodal transportation system that provides options to residents and visitors, regardless of income or ability. Low income and minority communities have historically been burdened by underinvestment in infrastructure and unequal access to mobility, connectivity and accessible design. Points are awarded in this category as part of an effort to become more responsive to historical and socioeconomic context and create a more equitable distribution of transportation resources as part of an active effort to make investments that reduce existing social and economic disparities. Applicants are encouraged to consider how their project might benefit disadvantaged or vulnerable users and communities and incorporate those considerations into the design and development of projects.

NMDOT will be using a social vulnerability index that assigns a score to each Census block group in the state based on seven variables linked to historical underinvestment, and socioeconomic status. Those variables are: Both analyses consider the following: minority status, English proficiency, over 65, under 17 years old, educational attainment, access to a vehicle, and below 200% poverty. A sample of the equity map can be seen in Appendix X or on NMDOT's Public Map Gallery: [NMDOT Composite Equity Map](#).

Application Question 7:

Enter the equity index value for the most vulnerable Census block group impacted by the project and describe how this project benefits vulnerable users and populations (score 1- low concentration to 4-high concentration). For projects that are in multiple block groups, enter the score for the most vulnerable block group. NMDOT developed a Composite Equity Map in conjunction with the New Mexico Prioritized Statewide Bicycle Network Plan, which should be used to determine equity index values for this question. The map can be found in Appendix IX, or on NMDOT's Public Map Gallery: [NMDOT Composite Equity Map](#)

C. Penalties and Deductions

1. Coherence and Quality (Penalty up to -10 points)

Applications are expected to be clear, concise, complete, and well-written. Up to 10 points will be deducted from applications that are poorly written, lack clarity and for which the scope is not well defined.

2. Inactive Projects (penalty of -5 points per project)

Applicants that have inactive, federally funded projects will be deducted five points for each inactive project. An inactive project is a Federal Aid project for which no expenditures have been charged against federal funds during the past 12 months. Evaluation of project inactivity will occur during the project application review process in October 2024.

Project Funding Details. Item K in the application form provides a table for entering a detailed project budget breakdown. Submit a separate application and budget for each project or stand-alone segment for which you are willing to accept funding.

E. CMAQ and CRP Application Scoring Matrix

Selection Criteria	Possible Points
1. Planning	10
2. Transportation Demand Management	25
3. Air Quality Improvement	20
4. Economic Vitality	10
5. Safety and Security	20
6. Accessibility and Connectivity	10
7. Equity	5
TOTAL	100

F. Best Practices and Feedback for Applicants

The following is a list of general attributes of higher-scoring and lower-scoring applications from previous CMAQ and CRP applications. It is intended to aid entities in ensuring that their applications are as strong as possible.

Attributes of Higher-Scoring Applications:

- The project appears in numerous planning documents; the supporting documentation is provided and cited in responses. Consistency with adopted plans is clearly explained and articulated.
- Narrative responses are clear, concise, and compelling. Data and documentation support significant claims and demonstrate a strong alignment with relevant scoring criteria.

- Application demonstrates strong alignment between the project and the purpose of the CMAQ and CRP program.
- Application demonstrates a strong likelihood that the project will have a high impact and level of use.
- The project provides essential connections to landmark places within the community.
- Project includes proven safety benefits for all users.
- Applicant presents a clear vision of what the completed project will look like and what the project means to the community.
- Project appears in numerous planning documents, and the supporting documentation was provided.
- The project advances the goal of the funding program to reduce transportation emissions.
- Applicant responds consistently throughout the questions and provides a clearly articulated and complete description of the project's need, scope, and significance.
- Applicant demonstrates a thorough understanding of questions and effectively explains how the project will contribute to the goals of each scoring factor.
- Applicant clearly describes project history and status to illustrate the need for the current funding request.

Attributes of Lower-Scoring Applications:

- Project does not appear in planning documents; supporting documentation is insufficient. This can happen if attached planning documents do not demonstrate consistency; to ensure this doesn't happen, include comments in attached plans or justification for how included documents support your project.
- The application does not effectively explain how the project contributes to the goals of each scoring factor.
- The application does not clearly describe scope, purpose, and need, nor does it connect these to scoring factors or the objectives of the CMAQ & CRP program.
- The application is not well-edited and includes logical inconsistencies, significant grammatical errors, failure to convey key details of the project, or non-compliance with application instructions.
- The project is not strongly aligned with the intent of the CMAQ and/or CRP program.

NMDOT's approach to Coordination and Consultation for Carbon Reduction Program (CRP)

- The Carbon Reduction Program requires coordination and/or consultation with RTPs and MPOs before a project is obligated. The FHWA Memo on Carbon Reduction Program Implementation Guidance⁴ describes the requirements as follows:
 - Coordination in Urbanized Areas
- Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area before determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their

process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

- Consultation in Rural Areas
- Before obligating funds for an eligible project in a rural area, a State must consult with any RTPO or MPO that represents the rural area before determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

NMDOT’s approach to these requirements are as follows:

- For statewide, competitive calls for projects, all applicants for the CRP funds must submit their application through the appropriate MPO or RTPO. Each MPO/RTPO may develop its own review and/or vetting process of the applications before submittal to NMDOT. This approach ensures that MPOs and RTPOs know the projects, components, and goals.
- For projects not selected through the above process, projects identified in an MPO area will be amended into the appropriate MPO TIP. For projects outside of MPO areas, RTPO planners, member organizations, and members of the public may submit comments during the public review period of the NMDOT STIP.

¹ [FHWA Memo Carbon Reduction Program Implementation Guidance](#)

7. APPENDICES

A. Forms C

To apply for CMAQ and/or CRP funds, eligible entities must complete the NMDOT Project Prospectus Form (PPF) and then the CMAQ/CRP Application Form. Projects located in an RTPO area must also include a Project Feasibility Form (PFF) signed by the appropriate NMDOT District representative.

Editable, electronic versions of these forms are available from the NMDOT website, as indicated below. Once applications are complete, please submit materials to your MPO/RTPO planner as a single PDF document.

Project Feasibility Form (PFF)

<https://www.dot.nm.gov/planning-research-multimodal-and-safety/planning-division/multimodal-planning-and-programs-bureau/active-transportation-and-recreational-programs/programs-resources-and-guides>

CMAQ and CRP Application Form

<https://www.dot.nm.gov/planning-research-multimodal-and-safety/planning-division/research-and-climate-bureau/>

8. NMDOT RESOURCES

Tribal/Local Public Agency (T/LPA) Handbook

<https://www.dot.nm.gov/business-support/project-oversight-division/t-lpa-documents-and-information/>

Right-of-Way (ROW) Handbook

<https://www.dot.nm.gov/business-support/project-oversight-division/t-lpa-documents-and-information/right-of-way>

B. Sample Programmatic Boilerplate Agreement

Agreements for non-infrastructure, programmatic projects such as public education and outreach activities or training for transportation workforce, will be handled directly by the program-specific coordinator at NMDOT. A sample boilerplate programmatic Grant Agreement is linked below. Please be aware the Grant Agreements change from time to time, and the agreement your entity receives may vary from this boilerplate.

[Programmatic Boilerplate Agreement](#)

C. Sample Design/Construction Boilerplate Agreement

Agreements for infrastructure projects that have separate phases for design and construction, will be handled by NMDOT's Project Oversight Division (POD). These projects may use the boilerplate agreements linked below. These boilerplate agreements are meant for sample purposes only and are subject to change.

Sample Cooperative Project Agreement – [Design/Construction Boilerplate Agreement](#)

D. State and Federal Requirements and Guidelines

FHWA Congestion Mitigation and Air Quality Improvement Program:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/

FAST Act CMAQ Fact Sheet: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

E. New Mexico MainStreet Program

If your proposed CMAQ non-mandatory and/or Carbon Reduction Program projects are located in a community with any of the three following designations, you are required to coordinate with the NM MainStreet Program on project development.

- NM MainStreet Communities
- State-Authorized Arts and Cultural Districts
- Frontier Communities

Please review the map linked below to see whether your project is within one of these communities. If so, please contact Daniel J. Guterrez, Director of NM MainStreet at:

Daniel.Gutierrez2@edd.nm.gov or 505-629-5270.

The following link has up-to-date information:

<http://gonm.biz/community-development/mainstreet-program/>

NM MainStreet Program Map

<https://www.nmmainstreet.org/program-directory/district-maps/>

F. Sample Resolution of Sponsorship

Applicants may reference the sample Resolution of Sponsorship linked below. If an entity opts to submit an official letter (from and signed by the appropriate official) in lieu of the Resolution of Sponsorship, the letter must include the same information as this sample Resolution of Sponsorship.

Sample Resolution of Sponsorship - [TAP-RTP Sample Resolution](#)

G. Tools to Demonstrate Transportation CO2 Emissions Reduction

Projects or activities that may be eligible for CMAQ and/or CRP funding require the demonstration of reductions in carbon dioxide emissions over the project’s lifecycle, per the tools listed below. The NMDOT Program Coordinator and FHWA-NM must evaluate and approve the methodology and conclusions of the analysis. Applicants must include their demonstration in the application packet.

Tool	Analysis Scale	Description
CMAQ Emissions Calculator Toolkit	Project-specific	<ul style="list-style-type: none"> Series of Excel-based tools developed by FHWA to evaluate CMAQ projects. https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/
EERPAT (Energy and Emissions Reduction Policy Analysis Tool)	System-level (State or metropolitan)	<ul style="list-style-type: none"> Comprehensive modeling system to evaluate strategies for reducing GHG emissions Addresses strategy interactions Somewhat complex & unfamiliar to many agencies https://github.com/RSGInc/FHWA_EERPATv4
Travel Demand Model	System-level (metropolitan or State)	<ul style="list-style-type: none"> MPO or DOT developed models to evaluate system performance Must be coupled with an emissions model such as MOVES
LCA PAVE	Pavement analysis	<ul style="list-style-type: none"> Excel-based tool developed by FHWA to evaluate pavement materials and designs Requires detailed project information and environmental Product declaration https://rosap.ntl.bts.gov/view/dot/62678

Others	<ul style="list-style-type: none"> • The Infrastructure Carbon Estimator is a spreadsheet tool that estimates the lifecycle energy and greenhouse gas emissions from the construction and maintenance of transportation facilities. • Additional tools may also be available. Please contact the CRP Coordinator for prior approval.
Peer reviewed literature/ white Papers	<ul style="list-style-type: none"> • Peer reviewed literature and industry white papers that demonstrate carbon dioxide reductions of the proposed project or activity may be accepted

H. Forms

To apply for CMAQ and/or CRP funds, eligible entities must complete the NMDOT Project Prospectus Form (PPF) and then the CRP Application Form. Projects in an RTPO area must also include a Project Feasibility Form (PFF) signed by the appropriate NMDOT District representative. NMDOT-lead projects are not required to have a PFF meeting but are encouraged to coordinate with the respective MPO/RTPO.

The **Project Feasibility Form (PFF), Project Prospectus Form (PPF), Buy America Acknowledgement** and **CRP Application Form** are available for download from the 'Active Transportation and Recreational Programs website located here:

<https://www.dot.nm.gov/planning-research-multimodal-and-safety/planning-division/multimodal-planning-and-programs-bureau/active-transportation-and-recreational-programs/>

*All application forms and documentation must be submitted through the application [portal](#).

I. NMDOT Resources

The Tribal/Local Public Agency (T/LPA) Handbook, the Right-of-Way (ROW) Handbook, and the T/LPA Cooperative Agreement Template are available for download from the 'T/LPA Documents and Information' website located here: <https://www.dot.nm.gov/business-support/project-oversight-division/t-lpa-documents-and-information/>.

J. Federal Guidance

FHWA Carbon Reduction Program: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm>

BIL CRP Fact Sheet: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

K. New Mexico MainStreet Program

If your proposed CRP project is in a community with any of the three following designations, you are required to coordinate with the NM MainStreet Program on project development.

1. NM MainStreet Communities
2. State-Authorized Arts and Cultural Districts
3. Frontier Communities

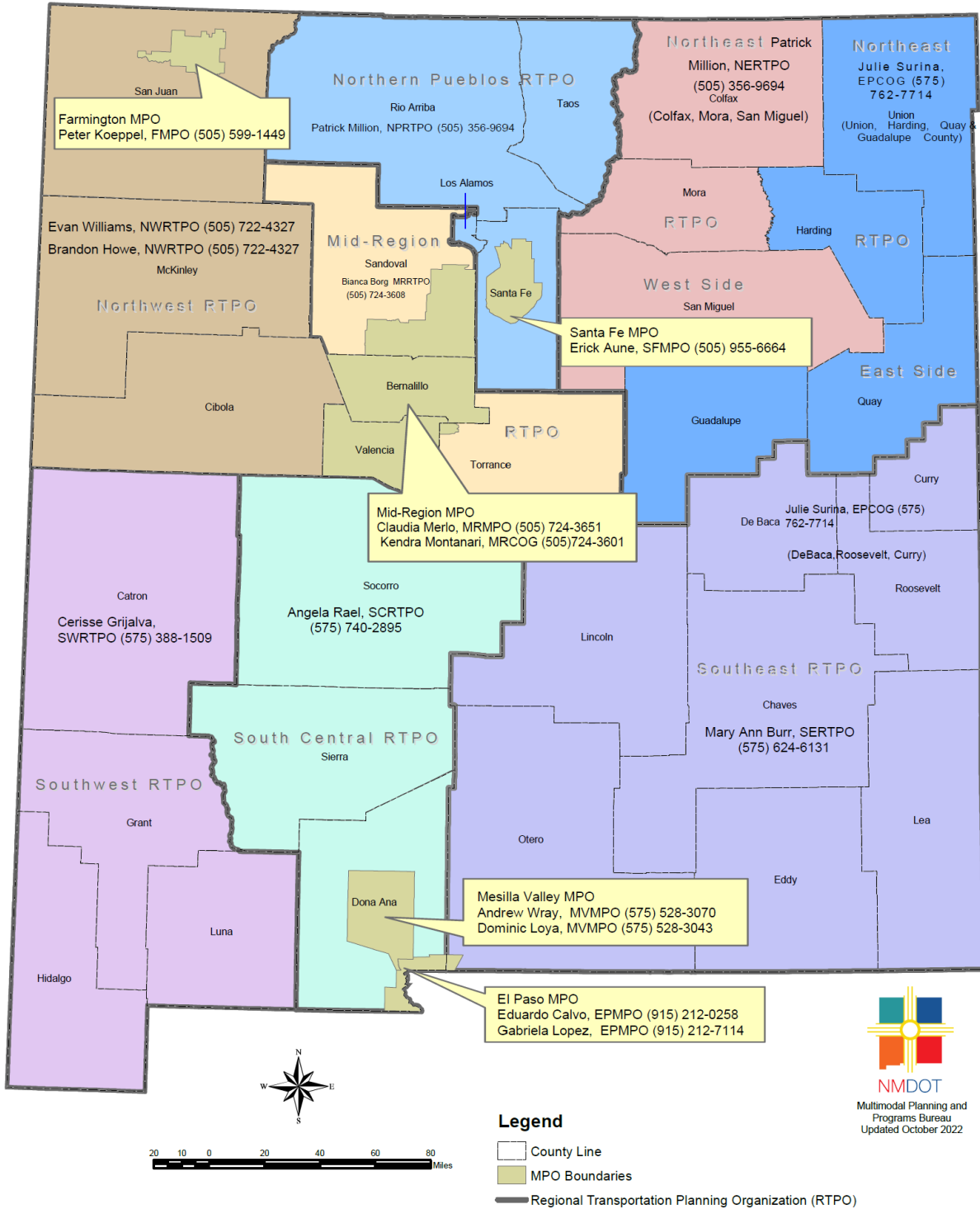
Please review the Program Directory linked here: <https://www.nmmainstreet.org/program-directory/> to see whether your project is within one of these communities. If so, please contact Daniel J. Guterrez, Director of NM MainStreet at: Daniel.Gutierrez2@state.nm.us or 505-827-0151. Additional MainStreet information can be found online here: <https://www.nmmainstreet.org/>

L. Sample Resolution of Sponsorship

Applicants should contact the CMAQ and CRP Coordinator for a sample Resolution of Sponsorship. If an entity opts to submit an official letter (from and signed by the appropriate official) in lieu of the Resolution of Sponsorship, the letter must include the same information as the sample Resolution of Sponsorship.

M. MPO and RTPO Map & Contact Information

2024 Statewide Planning Areas Metropolitan and Regional Transportation Planning Organizations



N. NMDOT District Offices and Regional Design Centers

District 1:

2912 E. Pine St.
Deming, NM 88030
Main: (575) 544-6530

District 2:

4505 W. Second St.
Roswell, NM 88201
Mailing Address:
P.O. Box 1457
Roswell, NM 88202
Main: (575) 637-7200

District 3:

7500 Pan American Blvd.
Albuquerque, NM 87199
Mailing Address:
P.O. Box 91750
Albuquerque, NM 87199
Main: (505) 798-6600

District 4:

South Highway 85
Las Vegas, NM 87701
Mailing Address:
P.O. Box 10
Las Vegas, NM 87701
Main: (505) 454-3600

District 5:

7315 Cerrillos Rd.
Santa Fe, NM 87502
Mailing Address:
P.O. Box 4127
Santa Fe, NM 87502
Main: (505) 476-4100

District 6:

1919 Piñon Dr.
Milan, NM 87021
Mailing Address:
P.O. Box 2160
Milan, NM 87021
Main: (505) 285-3200

North Regional Design Center (D4 & D5):

1120 Cerrillos Rd.
Room 225
Santa Fe, NM 87504
T/LPA Coordinator:
Katrina Quintana,
(505) 669-7584
Katrian.Quintana@dot.nm.gov

Central Regional Design Center (D3 & D6):

7500 Pan American Freeway NE
Albuquerque, NM 87109
T/LPA Coordinator:
J. Miguel Archuleta
(505) 252-1707
Juan.Archuleta@dot.nm.gov

South Regional Design Center (D1 & D2):

750 N. Solano Dr.
Las Cruces, NM 88001
T/LPA Coordinator:
Judith Gallardo
(575)323-4242
Judith.Gallardo@dot.nm.gov