



**COLORADO**

**Department of Transportation**

Nonattainment Area Air Pollution  
Mitigation Enterprise

# NAAPME “Community Clean Transportation Assistance Program (CCTAP)”

**Frequently Asked Questions  
Updated December 20, 2024**

## **Background**

[The Nonattainment Area Air Pollution Mitigation Enterprise \(NAAPME\)](#) is seeking applications for its first Notice of Funding Opportunity (NOFO) that will support the mitigation of the environmental and health impacts of increased air pollution from motor vehicle emissions in the Denver and North Front Range Ozone Nonattainment Area. The [Community Clean Transportation Assistance Program \(CCTAP\)](#) will look to support communities and other governmental entities in the nonattainment area with eligible projects that will provide demonstrated improvements to air quality in the nonattainment area.

Projects funded through CCTAP should aim to meet the business purpose of NAAPME and look to address at least one of the funding focus areas identified in the [NAAPME 10-Year Plan](#). Additional consideration will be given to projects that support [disproportionately impacted communities, as defined in Colorado Revised Statutes](#).

## **Guidance**

Please review these FAQs thoroughly, as they address most common questions about the program. Be sure to check the [CCTAP website](#) for additional details. If you still need clarification after reviewing all of the provided information, then please [email NAAPME \(cdot\\_nonattainmententerprise@state.co.us\)](mailto:cdot_nonattainmententerprise@state.co.us).

The U.S. Federal Highway Administration’s [“Congestion Mitigation and Air Quality Improvement \(CMAQ\)” program also provides guidance](#) that’s pertinent to NAAPME funding.

## Program Goals

- Support projects in the nonattainment area, either entirely or partially, that will provide demonstrable reduction in air pollution and encourage alternatives to single-occupancy motor vehicle travel.
- Fund projects that support disproportionately impacted communities and that support the business purpose of the enterprise.
- Support projects that can help achieve neighborhood connectivity and provide transportation choice.

## CCTAP Resources

- Website:  
[codot.gov/programs/naapme/naapme-community-clean-transportation-assistance-grant-funding-program](https://codot.gov/programs/naapme/naapme-community-clean-transportation-assistance-grant-funding-program)
- Guidance and Application: [English](#) | [Spanish](#)
- [Notice of Funding Opportunity \(NOFO\) Presentation](#)

## FAQs

### What is NAAPME?

[The Nonattainment Area Air Pollution Mitigation Enterprise \(NAAPME, or “The Nonattainment Enterprise”\)](#) mitigates the environmental and health impacts of increased air pollution from motor vehicle emissions in Colorado’s nonattainment areas.

### What is the “Nonattainment Area”?

[The U.S. Environmental Protection Agency \(EPA\) has designated the Denver Metro and North Front Range areas of Colorado as being in Nonattainment for Ozone pollution.](#) This area includes all of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and Weld Counties, and the southern half of Larimer County. The Nonattainment Enterprise can only fund projects that are located in or serve this area.

## What parts of Larimer County are (and are not) in the Nonattainment Area?

For details on exact locations within the Nonattainment Area, [please contact NAAPME](#).

## What is CMAQ?

[The U.S. Federal Highway Administration’s “Congestion Mitigation and Air Quality Improvement \(CMAQ\)” program](#) provides funding for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter. If an entity or project is eligible for CMAQ funding, then it is also eligible for NAAPME funding. [Please consult the latest CMAQ Guidance for more information.](#)

## Eligible Applicants

[The statute that created this Enterprise](#) states that “(9) ‘Eligible entity’ means a metropolitan planning organization or any other public entity that is eligible to receive CMAQ funding and that is seeking funding from the fund for an eligible project.” Additional eligibility information is available in the [CCTAP Guidance](#).

## Are Multi-Jurisdiction Coalitions Eligible?

A coalition of eligible entities can apply for CCTAP funding. Collaborative applications from coalitions, partnerships, or multi-jurisdictional entities are permissible, provided they meet the eligibility criteria outlined in the program guidance.

When applying as a coalition, it is essential to:

- **Identify a Lead Entity:** Designate one organization or jurisdiction to serve as the primary applicant responsible for managing the project, submitting reports, and serving as the point of contact.
- **Demonstrate Collaboration:** Clearly define the roles and contributions of each coalition member to the project and how the partnership enhances the project’s effectiveness in reducing air pollution and promoting transportation alternatives.
- **Align with Eligibility Requirements:** Ensure the coalition’s project aligns with the NAAPME 10-Year Plan, Title 23 criteria, and CMAQ program goals, particularly if it

involves planning, engineering, or implementation phases.

- **Address Program Goals:** Emphasize how the coalition’s collective efforts will address air quality improvements, encourage alternatives to single-occupancy vehicles, and support disproportionately impacted communities.

## Eligible Projects

[The statute that created this Enterprise](#) states that “(10) ‘Eligible project’ means a project located within a nonattainment area that:

- A. [Is eligible for CMAQ funding](#); or
- B. Reduces emissions of air pollutants or greenhouse gas pollutants.”

The following resources provide additional eligibility information:

- [CCTAP Guidance](#) pp. 4-5,
- [NAAPME 10-Year Plan](#) > Funding Focus Areas,
- [CMAQ Interim Guidance](#), etc.

### Are planning projects eligible for CCTAP funding?

If the planning and design reduces emissions for air pollutants or greenhouse gas pollutants, then it would be eligible for CCTAP funding.

### Are wayfinding and signage projects eligible for CCTAP funding?

Wayfinding and signage projects do not qualify for the NAAPME opportunity, as they do not directly contribute to measurable ozone (O<sub>3</sub>) reductions required under the program’s goals.

### Are projects that have received CMAQ funding in previous calls eligible for additional funding through NAAPME?

Yes, projects previously funded by CMAQ are eligible to apply for additional funding through NAAPME, provided they meet the current program’s eligibility criteria.

## Can a project receive funding from both NAAPME and a federal (or other) source?

Yes, but the project cannot use NAAPME funds as a match for a NAAPME Grant.

## Which project phases does the funding cover?

Based on the [CMAQ Interim Guidance](#), CCTAP funding can support all phases of eligible projects, not just construction:

- Planning and Preliminary Engineering:
  - Activities such as feasibility studies, environmental assessments, and engineering design work conducted as part of the project development pipeline under the National Environmental Policy Act (NEPA).
  - Planning efforts specifically tied to a CMAQ-eligible project and compliant with Title 23 requirements.
  
- Construction and Implementation:
  - Activities related to the actual building or execution of the project that align with Title 23 and CMAQ-eligible criteria.

It is important to note that the project must be clearly linked to reducing air pollution and promoting alternatives to single-occupancy vehicle travel to meet both **Title 23 eligibility** and the **CMAQ program's objectives**, ensuring alignment with NAAPME's goals. General studies not tied to specific project development are not eligible for funding.

For a bike path project, this means **planning and engineering phases are permissible uses of CCTAP funds**, provided they directly support the project's eventual implementation and align with Title 23 and CMAQ-eligible criteria.

## Are draft applications required to be submitted by February 25, 2025, or can entities just submit final applications by April 30, 2025?

No, draft applications only need to be submitted by February 25, 2025, for infrastructure projects that require technical reviews. **NAAPME must receive all final CCTAP applications with Engineering Review Certification by 5:00 p.m. Wednesday, April 30, 2025.**

## What is needed for projected emissions reductions from a project?

Applicants should provide quantitative estimates of emissions reductions using tools such as the [Congestion Emissions Calculator Toolkit](#) or the Motor Vehicle Emission Simulator (MOVES).

**What is needed for professional/technical engineering review of an application?**

Applications must include a review conducted by a [Colorado-licensed Professional Engineer \(PE\)](#) to ensure the project’s technical feasibility and compliance with engineering standards. Please include a letter from that engineer certifying its feasibility in your application. [Please contact NAAPME if you do not have the resources to perform this review.](#)

**Can CCTAP funding be applied to projects in future years?**

**For example, if awarded in 2025, can the funds be used for a project in 2027?**

CCTAP funds must be spent within five (5) years from the Notice to Proceed. Refer to the [CCTAP Guidance](#) for awardees’ regular reporting requirements.

**Should an application break a project into phases with funding over multiple years, or should it cover all stages (design, SUE, ROW, and construction) at once?**

It is the applicant’s or grantee’s decision whether to break a project into phases or cover all stages in one application, based on project needs and strategy.

**What type of technical assistance is available through this program?**

**Does the grant cover costs for documenting air quality improvements?**

NAAPME can provide high-level help with an application, but cannot provide specific help like running emission-reduction models, etc.

Costs to run such models are typically very low, and are not eligible for CCTAP funding.

**At what point in this process must the 20% Local Match be made available?**

An applicant must have their 20% Local Match available by the time it signs the Inter-Governmental Agreement (IGA) with NAAPME.

**How does an applicant get a hardship waiver (instead of providing a 20% match)?**

Applicants seeking a hardship waiver must send a letter to the NAAPME Board with reasons for their request and what type of match reduction requested. The Board will then decide on each request individually. The Board does not want to exclude any applicants from CCTAP funding solely because they cannot provide a twenty percent (20%) local match, but will provide hardship waivers after seeing clear evidence of need.

**Are Partial Awards available?**

The NAAPME Board may give out partial awards at its discretion. Applicants are encouraged to outline how their project can be scaled to align with program goals if partially funded.

**Is there any limit on the number of applications that an entity can submit?**

There is no limit to the number of applications an entity can submit for CCTAP funding.

**Timeline:**

Please see the CCTAP Guidance for a timeline of the CCTAP process.

**When are future rounds of CCTAP funding available?**

Future funding rounds for CCTAP are at the discretion of the Board of Directors.

**Other NAAPME Grant Programs?**

Currently there are no other grant funding programs available from NAAPME.