AGENDA
ITEM

6

AGENDA STAFF REPORT

DATE: March 6, 2019

TO: Mayor and City Council

APPROVED BY: David Dale, City Manager DD

PREPARED BY: Lilliana Falomir, Public Works Manager

SUBJECT: Adopt a Resolution of the City Council of the City of Calexico Supporting Project Delivery Schedule and Timely Use of Congestion Mitigation and Air Quality Program.

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Recommendation:

Adopt a Resolution of the City Council of the City of Calexico Supporting Project Delivery Schedule and Timely Use of Congestion Mitigation and Air Quality Program.

Background:

On December 26, 2018, the Imperial County Transportation Commission (ICTC) called out for project under the Congestion Mitigation and Air Quality (CMAQ) Program for Fiscal Year 2019/2020, 2020/2021 and 2021/2022. All Imperial Valley agencies were instructed to submit project listings based on the locally adopted criteria by ICTC Technical Advisory Committee. The adopted criteria are as follows:

1. Transportation project.
2. Generate an emissions reduction.
3. Project must be located in or benefit a nonattainment or maintenance area.

The ICTC Technical Advisory Committee will evaluate the projects submitted, rank them and submit their recommendation to ICTC for final adoption and CMAQ programming.

Discussion & Analysis:

The Public Works Department would like to request City Council authorization to submit the following applications for funding for the following projects:

1. Weakley Road between Scaroni Road and West Portico.
   Construct Weakley Road between Scaroni Road and West Portico

AGENDA ITEM 6

RESOLUTION NO. 2019-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALEXICO SUPPORTING PROJECT DELIVERY SCHEDULE AND TIMELY USE OF CONGESTION MITIGATION AND AIR QUALITY PROGRAM

WHEREAS, AB 1012 has been enacted into State Law in part to provide for the timely use of Federal and State funds; and

WHEREAS, the City of Calexico is able to apply for and receive Federal and State funding including Congestion Mitigation and Air Quality (CMAQ) funds; and

WHEREAS, the City of Calexico desires to ensure that its project are delivered in a timely manner to preclude losing funds for non-delivery; and

WHEREAS, it is understood by the City of Calexico that failure for not meeting project delivery dates for any phase of a project may jeopardize Federal and State funding to the Region; and

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Calexico hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

BE IT FURTHER RESOLVED, that failure to meet project delivery deadline may be deemed as sufficient causes for the Imperial County Transportation Commission Policy Board to terminate an agency's project and reprogram Federal and State funds as deemed necessary.

BE IT FURTHER RESOLVED, that the City Council of the City of Calexico does direct its management and engineering staffs to ensure all Federal and State funded projects are carried out in a timely manner as per the requirements of AB 1012 and the directive of the City Council of the City of Calexico.

PASSED, APPROVED AND ADOPTED this 6th day of March 2019.

_____
Lewis Pacheco, Mayor

Attest:

_____
Gabriela T. Garcia, Deputy City Clerk

Approved as to Form:

_____
Carlos Campos, City Attorney

State of California)
County of Imperial) ss.
City of Calexico)

I, Gabriela T. Garcia, Deputy City Clerk of the City of Calexico, California do hereby certify that above and foregoing Resolution No. 2019- __ was duly passed, approved and adopted by the City Council at its regular meeting held on the 6th of March, 2019 by the following vote to-wit:

AYES:
NOES:
ABSENT:

_____
Gabriela T. Garcia, Deputy City Clerk

which is currently an unpaved road composed of dirt, gravel and grinding material. The project will also include the installation of curb, gutter and sidewalk along the north and south lane.

Fiscal Impact:

Not at this time.

Coordinated With:

Imperial County Transportation Commission.

Attachment:

1. Resolution of the City Council of the City of Calexico Supporting Project Delivery Schedule and Timely Use of Congestion Mitigation and Air Quality Program.
2. CMAQ 2018 Call for Projects Guidelines.

Imperial County Transportation Commission

Congestion Mitigation & Air Quality (CMAQ) Program

2018 Call for Projects

Guidelines and Application

Fall 2018

1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243

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INTRODUCTION

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federally-funded program that provides funding for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 *et seq.*). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), or particulate matter (i.e., nonattainment areas), and for areas that were out of compliance but have now met the standards (i.e., maintenance areas). The CMAQ program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240, 105 Stat. 1914), and most recently reauthorized under the Fixing America's Surface Transportation (FAST) Act in 2015 (Pub. L. 114-94, 129 Stat. 1312).

The information in this document is consistent with the CMAQ *Interim Program Guidance Under Map-21, November 12, 2013*, which remains in effect today. The CMAQ Guidance is available online at: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm.

Project Eligibility

Each CMAQ project must meet three basic criteria: ***must be a transportation project, generate an emissions reduction, and located in or benefit a nonattainment or maintenance area***. CMAQ projects may be located on any public road with no restriction to functional classification (such as with the RSTP program where road improvements are restricted to federal-aid highways only). CMAQ funds cannot be used to remove and/or replace existing pavement on or off the federal-aid system.

Overview

ICTC, acting in its role as the Regional Transportation Planning Agency (RTPA), has begun the process to program future federal CMAQ revenues anticipated during FYs 2019/20, 2020/21 and 2021/22. CMAQ funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs for funds include preliminary engineering, right-of-way acquisition, and construction/purchase/installation costs association with an eligible activity. Upon approval by ICTC, approved projects will be added to the Federal Transportation Improvement Program (FTIP) to allow project sponsors to "obligate" the CMAQ funds.

Call for Projects Schedule

The schedule for the Call for Projects is as follows:

December 6, 2018	Technical Advisory Committee approves CMAQ Guidelines
December 12, 2018	Management Committee approves CMAQ Guidelines
December 12, 2018	ICTC approves CMAQ Guidelines
December 17, 2018	Call for Projects begins
March 1, 2019	Call for Projects ends
March 4, 2019	Project selection process begins
March 28, 2019	Project selection process ends (ICTC staff recommendation list generated)
April 4, 2019	TAC approves project selection recommendations
April 10, 2019	Management Committee approves project selection recommendations
April 24, 2019	ICTC approves project selection recommendations

ELIGIBLE PROJECTS

This section provides examples of general project types eligible for CMAQ funding. Please refer to the CMAQ Guidance for a more complete list and discussion of eligible projects (link provided on page 2).

1. Diesel Engine Retrofits & Other Advanced Truck Technologies

These efforts are defined as vehicle replacement, repowering (replacing an engine with a cleaner diesel engine, alternative fuels, etc.), rebuilding an engine, or other technologies determined by the EPA as appropriate for reducing emissions from dieTBsel engines. This latter point, highlighting developing technologies, establishes a degree of flexibility and a need for periodic adjustment in the definition by the EPA. The legislation defines retrofit projects as applicable to both on-road motor vehicles and non-road construction equipment; the latter must be used in Title 23 projects based in nonattainment or maintenance areas for either PM or ozone. The MAP-21 expanded the prior focus created by the SAFETEA-LU. Specifically, for $PM_{2.5}$ areas, diesel retrofits are called out as eligible projects in the Priority Consideration section. Similarly, such efforts are again highlighted in the discussion of the $PM_{2.5}$ priority set-aside and emphasized again in the closely related section on construction vehicles and equipment. More than 13 million diesel engines make up the legacy fleet operating in the U.S. The vast majority of these power on-road heavy-duty and medium-duty trucks, locomotives, and off-road construction equipment-all of which may be eligible for CMAQ funding. There are a number of specific project types in the diesel retrofit area for which CMAQ funds are eligible. Assuming all other CMAQ criteria are met, eligible projects could include diesel engine or full vehicle replacement; full engine rebuilding and reconditioning; and purchase and installation of after-treatment hardware, including particulate matter traps and oxidation catalysts, and other technologies; and support for heavy-duty vehicle retirement programs. Project agreements involving replacements for either engines or full vehicles should include a provision for disposal or destruction of the engine block, verification that the engine is no longer contributing emissions in the nonattainment or maintenance area, or for other processes at the State's discretion that track the retirement of the vehicle or engine in accordance with the State's or sub-grantee's program. MAP-21 provided one change to the approach in establishing eligibility for emissions control equipment. After-treatment and other on-board control devices are restricted to those EPA or the California Air Resources Board (CARB) verified and/or technologies as defined in section 791 of the Energy Policy Act of 2005 (42 U.S.C. 16131). Eligible acquisitions or retrofits would be for those capital items used for highway construction projects in PM2.5 nonattainment or maintenance areas. Equipment or vehicles used predominantly in a maintenance role would not qualify. These would include

loaders or backhoes in yard or depot work, tractors assigned to mowing or other median maintenance, impactors or rollers involved in routine work, such as pothole repair, and others. The CMAQ funds may be used to purchase and install emission control equipment on school buses. (Such projects, generally, should be administered by FHWA; see Transit Improvements, below). In addition, although CMAQ funds should not be used for the initial purchase of conventionally fueled airport parking lot shuttles, funds may be used for purchase and installation of after treatment hardware or repowering (with a hybrid drive train, for example). Refueling is not eligible as a stand-alone project but is eligible if it is required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of non-road engines. In addition to equipment and technology, outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options are eligible investments. These projects could include the actual education and outreach program, construction or acquisition of appropriate classroom buildings, and other efforts to promote the use of retrofit technologies. Non-road mobile source projects also are eligible for CMAQ funding. Most notably, a considerable amount of CMAQ support has been directed to locomotive retrofit and the acquisition of clean locomotives, such as railyard switchers and shunters that fit the generator-set criterion (See Freight and Intermodal, Section VII. F.4). The FHWA acknowledges that diesel retrofit projects may include non-road mobile source endeavors, which traditionally have been outside the Federal-aid process. However, the MAP-21 clarifies CMAQ eligibility for non-road diesel retrofit projects. Areas that fund these projects are not required to take credit for the projects in the transportation conformity process. For areas that want to take credit, the EPA developed guidance for estimating diesel retrofit emission reductions and for applying the credit in the SIP and transportation conformity processes.

2. Idle Reduction

Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting, a nonattainment or maintenance area are eligible for CMAQ investment. (The geographic requirement mainly applies to off-board projects, i.e., truck stop electrification (TSE) efforts.) However, if CMAQ funding is used for an on-board project (i.e. auxiliary power units, direct fired heaters, etc.) the vehicle-usually a heavy- duty truck-should travel within, or in proximity to and primarily benefiting, a nonattainment or maintenance area. Idle reduction devices are verified by the EPA. There have been several instances where operating assistance funds have been requested for TSE services. CMAQ funding for TSE projects has been limited to capital costs (i.e. deployment of TSE infrastructure). Operating assistance for TSE projects should not be funded under the CMAQ program since TSE projects generate their own revenue

stream and therefore should be able to cover all operating expenses from the accumulated revenue. Commercial idle reduction facilities cannot be located within rest areas of the Interstate right-of-way (ROW).

3. Congestion Reduction & Traffic Flow Improvements

Traffic flow improvements may include the following:

a. Traditional Improvements

Traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes, are eligible for CMAQ funding provided they demonstrate net emissions benefits through congestion relief.

b. Intelligent Transportation Systems

ITS projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems, can be effective in relieving traffic congestion, enhancing transit bus performance, and improving air quality. The following have the greatest potential for improving air quality:

- Regional multimodal traveler information systems
- Traffic signal control systems
- Freeway management systems
- Electronic toll-collection systems
- Transit management systems
- Incident management programs.

The FHWA has provided a lengthier discussion of the benefits associated with various operational improvements.

c. Value/Congestion Pricing

Congestion pricing is a market-based mechanism that allows tolls to rise and fall depending on available capacity and demand. Tolls can be charged electronically, thereby eliminating the need for full stops at tollbooths. In addition to the benefits associated with reducing congestion, revenue is generated that can be used to pay for a wide range of transportation improvements, including Title 23-eligible transit services in the newly tolled corridor. 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.

Pricing encompasses a variety of market-based approaches such as:

- **HOT lanes**, or High Occupancy Toll lanes, on which variable tolls are charged to drivers of low-occupancy vehicles using HOV lanes, such as the "FasTrak" Lanes.
- **New variably tolled express lanes** on existing toll-free facilities.
- **Variable tolls on existing or new toll roads.**
- **Network-wide or cordon pricing.**
- **Usage-based vehicle pricing**, such as mileage-based vehicle taxation, or pay-per-mile car insurance.

As with any eligible CMAQ project, value pricing should generate an emissions reduction. Marketing and outreach efforts to expand and encourage the use of eligible pricing measures may be funded indefinitely. Eligible expenses for reimbursement include, but are not limited to: tolling infrastructure, such as transponders and other electronic toll or fare payment systems; small roadway modifications to enable tolling, marketing, public outreach, and support services, such as transit in a newly tolled corridor. Innovative pricing approaches yet to be deployed in the U.S. also may be supported through the *Value Pricing Pilot Program.* Operating expenses for traffic operating centers (TOCs) are eligible for CMAQ funding if they can be shown to produce air quality benefits, and if the expenses are incurred from new or additional capacity. The operating assistance parameters discussed in Section VII.A.2 apply. Projects or programs that involve the purchase of integrated, interoperable emergency communications equipment are eligible for CMAQ funding.

4. Freight/Intermodal

Projects and programs targeting freight capital costs-rolling stock or ground infrastructure-are eligible provided that air quality benefits can be demonstrated. Freight projects that reduce emissions fall generally into two categories: primary efforts that target emissions directly or secondary projects that reduce net emissions. Successful primary projects could include new diesel engine technology or retrofits of vehicles or engines. See discussion in Section VII.F.1. Eligibility under CMAQ is not confined to highway projects, but also applies to non-road mobile freight projects such as rail. Secondary projects reduce emissions through modifications or additions to infrastructure and the ensuing modal shift. Support for an intermodal container transfer facility may be eligible if the project demonstrates reduced diesel engine emissions when balancing the drop in truck VMT against the increase in locomotive or other non-highway activity. Intermodal facilities, such as inland transshipment ports or near/on-dock rail, may generate substantial emissions reductions through the decrease in miles traveled for older, higher-polluting

heavy-duty diesel trucks. This secondary, indirect effect on truck traffic and the ensuing drop in diesel emissions help demonstrate eligibility. The transportation function of these freight/intermodal projects should be emphasized. Marginal projects that support freight operations in a very tangential manner are not eligible for CMAQ funding. Warehouse handling equipment, for example, is not an eligible investment of program funds. Warehouses, themselves, or other similar structures, such as transit sheds, bulk silos or other permanent, non-mobile facilities that function more as storage resources are not eligible. However, equipment that provides a transportation function or directly supports this function is eligible, such as railyard switch locomotives or shunters that fall into the generator-set or other clean engine category. Similarly, large-scale container gantry cranes, or other heavy-duty container handling equipment that is a clear link in the intermodal process can be eligible as well. Also, on the ground operations side of aviation, the purchase or retrofit of airport handling equipment can be eligible, including baggage handlers, aircraft tow motors, and other equipment that plays a role in this intermodal link.

5. Transportation Control Measures (TCM)

Most of the TCMs included in Section 108 of the CAA, listed below, are eligible for CMAQ funding. We would note that one particular CAA TCM, created to encourage removal of pre-1980 light-duty vehicles, is specifically excluded from CMAQ eligibility.

i. Programs for improved public transit;
ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV;
iii. Employer-based transportation management plans, including incentives;
iv. Trip-reduction ordinances;
v. Traffic flow improvement programs that reduce emissions;
vi. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
viii. Programs for the provision of all forms of high-occupancy, shared-ride services;
ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
xi. Programs to control extended idling of vehicles;

xii. Reducing emissions from extreme cold-start conditions;

xiii. Employer-sponsored programs to permit flexible work schedules;

xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; and

xv. Programs for new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.

6. Transit Improvements

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. The FTA administers most transit projects. For such projects, after the FTA determines a project eligible, CMAQ funds will be transferred, or "flexed," from the FHWA to the FTA, and the project will be administered according to the appropriate FTA program requirements. Certain types of eligible transit projects for which FTA lacks statutory authority, such as diesel retrofit equipment for public school bus fleets, may be the responsibility of the State or other eligible project sponsor and are administered by FHWA.

a. Facilities

New transit facilities (e.g., lines, stations, terminals, transfer facilities) are eligible if they are associated with new or enhanced public transit, passenger rail, or other similar services. Routine maintenance or rehabilitation of existing facilities is not eligible, as it does not reduce emissions. However, rehabilitation of a facility may be eligible if the vast majority of the project involves physical improvements that will increase transit service capacity. In such cases there should be supporting documentation showing an expected increase in transit ridership that is more than minimal. If the vast majority of the project involves capacity enhancements, other elements involving refurbishment and replacement-in-kind also are eligible.

b. Vehicles and Equipment

New transit vehicles (bus, rail, or van) to expand the fleet or replace existing vehicles are eligible. Transit agencies are encouraged to purchase vehicles that are most

cost-effective in reducing emissions. Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices, are eligible if certified or verified by the EPA or California Air Resources Board (CARB). See discussion in Section VII.F.1. Routine preventive maintenance for vehicles is not eligible as it only returns the vehicles to baseline conditions. Other than diesel engine retrofits, other transit equipment may be eligible if it represents a major systemwide upgrade that will significantly improve speed or reliability of transit service, such as advanced signal and communications systems.

c. Fuel

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. This includes fuels and fuel additives considered diesel retrofit technologies by the EPA or CARB. Purchase of alternative fuels is authorized in some States based on the continuation of a series of exemptions for uses expressly eligible for CMAQ funding under SAFETEA-LU section 1808(k) and certain provisions in subsequent appropriations acts. The maximum allowable assistance level and time limitation described in Section VII.A.2. will apply.

d. Operating Assistance

There are several general conditions for operating assistance eligibility under the CMAQ program (see the November 2013 CMAQ Program Interim Guidance for a complete discussion on CMAQ project eligibility requirements):

a. Operating assistance is limited to start up operating costs for new transportation services or the incremental costs of expanding such services, including transit, commuter and intercity passenger rail services, intermodal facilities, and travel demand management strategies, including traffic operation centers.
b. In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds for operating assistance, as these projects no longer represent additional, net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the States. Since facility maintenance is akin to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or even perpetual support.

c. Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance.

d. When CMAQ funds are used for operating assistance, non-Federal share requirements still apply.

e. With the focus on start-up, and recognizing the importance of flexibility in the timing of financial assistance, the 3 years of operating assistance allowable under the CMAQ program may now be spread over a longer period, for a total of up to 5 sequential years of support. Grantees who propose to use CMAQ funding for operating support may spread the third year amount (an amount not to exceed the greater of year 1 or 2) across an additional 2 years (i.e. years 4 and 5). This approach will provide an incremental, taper-down approach, while other funding is used for a higher proportion of the operating costs as needed. See Table 3 for examples of possible funding allocations. At the conclusion of the 5-year period, operating costs would have to be maintained with non-CMAQ funding. It is anticipated that this approach may enable a transition to more independent system operation. The amounts which apply to years 1 and/or 2 are established at the discretion of the State or local sponsor.

Table 3 - Example Allocations of CMAQ Funds for Operating Assistance

Example	Year 1	Year 2	Year 3	Year 4	Year 5	Total
A	$300	$300	$200	$50	$50	$900
B	300	300	100	100	100	900
C	100	400	200	100	100	900

Except as noted in paragraph (f) below, activities that already have received 3 years of operating assistance under prior authorizations of the CMAQ program are not considered to be in a start-up phase and are not eligible for new CMAQ operating assistance or the expanded assistance period.

f. Section 125 of the 2014 Appropriations Act included changes to the Operating Assistance Section of the CMAQ program (23 USC 149(m)). The changes added new language that specifically prohibits the imposition of a time limitation for operating assistance eligibility on a system "for which CMAQ funding was made available, obligated or expended in fiscal year 2012." The phrase "made available" applies to projects designated for CMAQ operating assistance in statute, or to any commitment by the party that by law selects projects for operating assistance

funding so long as it occurred during FY2012. There must be official documentation demonstrating that there was a specific commitment in FY 2012 to provide CMAQ funding for operating assistance for a particular project or service. Such official documentation could include a TIP or STIP, or other State or MPO official records. The specific project or service for which the CMAQ funds are being sought for operating assistance without a time limitation must be clearly identified in this documentation. Transportation services expressly eligible for CMAQ funding under SAFETEA-LU sections 1808(g)-(k) and certain provisions in previous appropriations acts are eligible to use CMAQ funds for operating assistance without time limitations. Consistent with Section IX of the CMAQ Program Interim Guidance, States retain the discretion to decide whether or not to fund the operating assistance.

g. Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

7. Transit Fare Subsidies

The CMAQ funds may be used to subsidize regular transit fares in an effort to prevent the NAAQS from being exceeded, but only under the following conditions: The reduced or free fare should be part of a comprehensive area-wide program to prevent such an anticipated exceedance. For example, "Ozone Action" programs vary in scope around the country, but they generally include actions that individuals and employers can take, and they are aimed at all major sources of air pollution, not just transportation. The subsidized fare should be available to the general public and may not be limited to specific groups. It may only be offered during periods of elevated pollution when the threat of exceeding the NAAQS is greatest; e.g., it is not intended for the entire high-ozone season. The fare subsidy proposal should demonstrate that the responsible local agencies will combine the reduced or free fare with a robust marketing program to inform SOV drivers of other transportation options. Because the fare subsidy is not strictly a form of operating assistance, it would not be subject to the 5-year limit.

8. Bicycle and Pedestrian Facilities and Programs

Bicycle and pedestrian facilities and programs are included as a TCM in section 108(f)(1)(A) of the CAA (42 U.S.C. 7408(f)(1)(A)). The following are eligible projects:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips.
- Non-construction outreach related to safe bicycle use.

- Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (Limited to one full-time position per State).

Bicycle and pedestrian programs that are not supported under 23 CFR Part 652, *Pedestrian and Bicycle Accommodations and Projects*, also are not eligible for CMAQ funding. For example, under 23 CFR 652.9(b)(3), a non-construction bicycle project does not include salaries for administration, maintenance costs, and other items akin to operational support under 23 CFR 652.9(b)(3), and, therefore, these are not allowable CMAQ costs. Additional activities related to bicycle and pedestrian programs can be supported by other elements of the Federal-aid highway program. These efforts are described at the FHWA's Bicycle and Pedestrian Programs Web site.

9. Travel Demand Management

Travel demand management (TDM) encompasses a diverse set of activities that focus on physical assets and services that provide real-time information on network performance and support better decision making for travelers choosing modes, times, routes, and locations. Such projects can help ease congestion and reduce SOV use-contributing to mobility, while enhancing air quality and saving energy resources. Similar to ITS and Value Pricing, today's TDM programs seek to optimize the performance of local and regional transportation networks. The following activities are eligible if they are explicitly aimed at reducing SOV travel and associated emissions:

- Fringe parking
- Traveler information services
- Shuttle services
- Guaranteed ride home programs
- Carpools, vanpools
- Traffic calming measures
- Parking pricing
- Variable road pricing
- Telecommuting/Teleworking
- Employer-based commuter choice programs.

The CMAQ funds may support capital expenses and, as discussed in Section VII.A.2, up to 5 years of operating assistance to administer and manage new or expanded TDM programs. Marketing and outreach efforts to expand use of TDM measures may be funded indefinitely, but only if they are broken out as distinct line items. Eligible telecommuting activities include planning, preparing technical and feasibility studies, and training. Construction of telecommuting centers and computer and office equipment purchases should not be supported with CMAQ funds.

10. Public Education and Outreach Activities

The goal of CMAQ-funded public education and outreach activities is to educate the public, community leaders, and potential project sponsors about connections among trip making and transportation mode choices, traffic congestion, and air quality. Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices. More important, an informed public is likely to support larger regional measures necessary to reduce congestion and meet CAA requirements. A wide range of public education and outreach activities is eligible for CMAQ funding, including activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, transit "store" operations, and any other activities that help forward less-polluting transportation options. Using CMAQ funds, communities have disseminated many transportation and air quality public education messages, including maintain your vehicle; curb SOV travel by trip chaining, telecommute and use alternate modes; fuel properly; observe speed limits; don't idle your vehicle for long durations; eliminate "jack-rabbit" starts and stops; and others. Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.

11. Transportation Management Associations

Transportation Management Associations (TMAs) are groups of citizens, firms, or employers that organize to address the transportation issues in their immediate locale by promoting rideshare programs, transit, shuttles, or other measures. The TMAs can play a useful role in brokering transportation services to private employers. Subject to applicable cost principles under 2 CFR Part 225, CMAQ funds may be used to establish TMAs provided that they reduce emissions. Eligible expenses include TMA start-up costs and up to 5 years of operating assistance as discussed in Section VII.A.2. Eligibility of specific TMA activities is addressed throughout this guidance.

12. Carpooling and Vanpooling

Eligible activities can be divided into two types of costs: *marketing* (which applies to both carpools and vanpools) and *vehicle* (which applies to vanpools only).

a. Carpool/vanpool marketing covers existing, expanded, and new activities designed to increase the use of carpools and vanpools and includes purchase and use of

computerized matching software and outreach to employers. Guaranteed ride home programs are also considered marketing tools. Marketing costs may be funded indefinitely.

b. Vanpool vehicle capital costs include purchasing or leasing vans for use in vanpools. Eligible operating costs, limited to 5 years as set forth in Section VII.A.2, empty-seat subsidies, maintenance, insurance, administration, and other related expenses. Prorated cost sharing plans that establish grant proportions for undefined shares of capital and operating costs need to be broken down to the specific components or line items that establish the capital-operating shares.

The CMAQ funds should not be used to buy or lease vans that would directly compete with or impede private sector initiatives. States and MPOs should consult with the private sector prior to using CMAQ funds to purchase vans, and if private firms have definite plans to provide adequate vanpool service, CMAQ funds should not be used to supplant that service.

In accordance with 23 U.S.C. 120(c)(1), carpooling and vanpooling activities may be supported with up to 100 percent Federal funding, under certain limitations.

13. Carsharing

The MAP-21 specifically highlights carsharing projects in the amended section on traffic demand. These efforts involve the pooling of efficient, low-emission vehicles, provided to travelers who have occasional need for a vehicle but not the constant, daily necessity that demands ownership. As with any CMAQ project, sponsors need to demonstrate an emissions reduction from the carsharing program. If a program-wide emissions reduction cannot be demonstrated, CMAQ funding may be available to support vehicle costs under Alternative Fuels and Vehicles eligibility, discussed in Section VII.F.17.

14. Extreme Low-Temperature Cold Start Programs

Projects intended to reduce emissions from extreme cold-start conditions are eligible for CMAQ funding. Such projects include retrofitting vehicles and fleets with water and oil heaters and installing electrical outlets and equipment in publicly owned garages or fleet storage facilities.

15. Training

States and MPOs may use Federal-aid funds to support training and educational development for the transportation workforce. Such activities are subject to applicable cost principles in 2 CFR Part 225. The FHWA encourages State and local officials to weigh the air quality benefits of such training against other cost-effective strategies detailed elsewhere in this guidance before using

CMAQ funds for this purpose. Training funded with CMAQ dollars should be directly related to implementing air quality improvements and be approved in advance by the FHWA Division office.

16. Inspection/Maintenance (I&M) Programs

Funds under the CMAQ program may be used to establish either publicly or privately owned I&M facilities. Eligible activities include construction of facilities, purchase of equipment, I&M program development, and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum. The I&M program must constitute new or additional efforts, existing funding (including inspection fees) should not be displaced, and operating expenses are eligible for 5 years as discussed in Section VII.A.2. States or other sponsors planning new or expanded I&M programs that incorporate other elements of a State's vehicle administrative function, e.g. registration, safety inspection, titling, etc., must remove these line items from the CMAQ project. These tasks are not linked to the CMAQ purpose and are, therefore, not allowable costs.

Privately Owned I&M Facilities

In States that rely on privately owned I&M facilities, State or local I&M program-related administrative costs may be funded under the CMAQ program as in States that use public I&M facilities. However, CMAQ support to establish I&M facilities at privately owned stations, such as service stations that own the equipment and conduct emission test-and-repair services, requires a PPP. The establishment of "portable" I&M programs, including remote sensing, is also eligible under the CMAQ program, provided that they are public services, reduce emissions, and do not conflict with statutory I&M requirements or EPA regulations.

17. Innovative Projects

State and local organizations have worked with various types of transportation services to better meet the travel needs of their constituents. These innovative projects also may show promise in reducing emissions, but do not yet have supporting data. The FHWA has supported and funded some of these projects as demonstrations to determine their benefits and costs. Such innovative strategies are not intended to bypass the definition of basic project eligibility but seek to better define the projects' future role in strategies to reduce emissions. For a project or program to qualify as an innovative project, it should be defined as a transportation project and be expected to reduce emissions by decreasing VMT, fuel consumption, congestion, or by other factors. The FHWA encourages States and MPOs to creatively address their air quality problems and to consider new services, innovative financing arrangements, PPPs, and complementary

approaches that use transportation strategies to reach clean air goals. Given the untried nature of these innovative projects, before-and-after studies should be completed to determine actual project impacts on air quality as measured by net emissions reduced. These assessments should document the project's immediate impacts in addition to long-term benefits. A schedule for completing the study should be a part of the project agreement. Completed studies should be submitted to the FHWA Division office within 3 years of implementation of the project or 1 year after the project's completion, whichever is sooner.

18. Alternative Fuels and Vehicles

The FHWA issued a memorandum in April 2011, covering the relationship between the required emissions reduction benefits of alternative fuel vehicles and the associated cost principles at 2 CFR Part 225. Essentially, this guidance illustrates the cost-benefit relationship between different vehicle types and functions and the air quality benefit provided as a cost basis under the CMAQ program. The memorandum, outlining the requirements in 23 U.S.C. 149, supports eligibility only for the incremental cost, limited to the marginal emissions-reducing elements of the alternative fuel vehicles that are acquired through PPPs or that are purchased by public sponsors. Program funds may be used to support projects involving the alternative or renewable fuels defined in the Energy Policy Act of 1992 or the Energy Independence and Security Act of 2007. All standard eligibility criteria apply. Aside from fuel acquisitions that are part of a transit operating support effort, stand-alone purchase of any fuel-alternative or otherwise-is not an eligible CMAQ cost. However, the few exceptions provided by Section 1808(k) of SAFETEA-LU continue under MAP-21, subject to the limitation on operating assistance as described in Section VII.A.2. Generally, CMAQ support for alternative fuel vehicle projects can be broken into the following areas:

Infrastructure

Except as noted below, 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. Additionally, CMAQ funds may support converting a private fueling facility to support alternative fuels through a public-private partnership agreement. In accordance with 23 U.S.C. 149(c)(2), and 23 U.S.C. 111, regarding the prohibition of commercial activities in the Interstate ROW, CMAQ-funds may be used to establish or support refueling facilities within the Interstate ROW, providing these services are offered at no charge.

Non-transit Vehicles

The CMAQ funds may be used to purchase publicly-owned alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others. However, only publicly owned vehicles providing a dominant transportation function can be fully funded, such as paratransit vans, incident management support vehicles, refuse haulers, and others. Costs associated with converting fleets to run on alternative fuels are also eligible. When non-transit vehicles are purchased through PPPs, only the cost difference between the alternative fuel vehicles and comparable conventional fuel vehicles is eligible. Such vehicles should be fueled by one of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel. Eligible projects also include alternatives to diesel engines and vehicles. Alternative fuel vehicle projects that are implemented as diesel retrofits and involve the replacement of an operable engine-not standard fleet turnover-would be eligible for full Federal participation, i.e. an 80 percent Federal share of the full vehicle cost.

Hybrid Vehicles

Although not defined by the Energy Policy Act of 1992 as alternative fuel vehicles, certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ investment. Hybrid vehicle models that are in part the focus of State legislation addressing HOV exemptions for alternative fuel and low emissions vehicles are considered eligible for CMAQ support. Other hybrid vehicles will be assessed on a case specific basis, as there is no specific EPA regulation available to rate the lower emissions and energy efficiency advantages of the models involved. Projects involving heavier vehicles, including refuse haulers and delivery trucks, also may be appropriate for program support. Eligibility should be based on a comparison of the emissions projections of these larger candidate vehicles and other comparable models.

Projects Ineligible for CMAQ Funding

The following projects are ineligible for CMAQ funding:

1. Light-duty vehicle scrappage programs.
2. Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes. This HOV lane eligibility includes the full range of HOV facility uses authorized under 23 U.S.C 166, such as high-occupancy toll (HOT) and low-emission vehicles.

3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
4. Administrative costs of the CMAQ program may not be defrayed with program funds, e.g., support for a State's "CMAQ Project Management Office" is not eligible.
5. Projects that do not meet the specific eligibility requirements of Titles 23 and 49, United States Code, are ineligible for CMAQ funds.
6. Stand-alone projects to purchase fuel.
7. Models and Monitors-Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible. Such efforts may be appropriate for Federal planning funds.
8. Litigation costs surrounding CMAQ or other Federal-aid projects.

CMAQ FUNDS AVAILABLE FOR PROGRAMMING

The table below summarizes the CMAQ funds anticipated to be available for programming for the three-year period FY 2019/20 - 2021/22. Actual fund amounts may vary depending on federal legislative outcomes.

FY2019/20	FY2020/21	FY2021/22	TOTAL
$1,756,009	$1,755,380	$1,754,739	$5,266,128

CMAQ SCORING CRITIERA

General Intent: The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM_{10} and $PM_{2.5}$). The ICTC CMAQ program is designed to create a balanced program of transportation projects that improve air quality and the flow of traffic. Major emphasis is placed on projects that support alternative modes of transportation, reduce PM-10 emissions, and improve the flow of traffic. ICTC has developed the following project category funding targets aimed at developing a balanced CMAQ program.

CMAQ Funding Project Category Targets

Project Category	Percentage	Funding Targets
Transit Improvements/Miscellaneous	15%	$789,900
Traffic Flow Improvements	30%	$1,579,800
Pedestrians / Bicycle	15%	$789,900
PM-10 Reduction	40%	$2,106,400
Total	**100%**	**$5,266,000**

The dollar amounts listed in the table above are based on the estimated CMAQ revenue provided on page 20 (rounded), and subject to change. The scoring criteria for ranking projects is provided below and described on the following page.

Scoring Criteria

up to **20**-points ***Congestion Relief***
Has impact on congestion and increases service capacity and/or reliability.

up to **20**-points ***Air Pollutant Emissions Reduction***
Incorporates transportation control measure, reduces emissions of volatile organic compounds, nitrogen oxides, and/or particulate matter.

up to **20**-points ***Cost-Effectiveness***
Air pollutant emissions reduction divided by annualized project cost.

up to **20**-points ***Project Readiness / Ability to Deliver***
Project schedules should be fully identified in the project submittal with target dates including, proposed capital purchase(s), identification of in-kind match source and readiness for capital purchases.

up to **20**-points ***Factors of Overriding Concern***
Consider factors of overriding concern, including, but not limited to promotes energy conservation, improves quality of life, leverage other funds, etc.

100 ***TOTAL POINTS AVAILABLE***

CMAQ SCORING CRITERIA DESCRIPTION

CONGESTION RELIEF up to 20-points range

TRANSIT

HIGH Impact: Significantly reduces transit vehicle crowding, increases service capacity significantly, Transportation Control Measure, increases service reliability significantly. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time.

MEDIUM Impact: Increases service reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers.

LOW Impact: Increases passenger comfort or convenience, bike racks.

ROADS

HIGH impact: Transportation Control Measure, signal coordination of multiple (>3) signals, gap closure projects, Traffic Operations System, left turn pockets, other intersection improvements, and traffic flow improvements.

MEDIUM impact. signal coordination, park and ride lots.

LOW impact. New signals where none currently exists and is warranted by volume or delay, ramp metering with HOV bypasses (when shown not to adversely affect surface streets).

BICYCLE/PEDESTRIAN

HIGH impact: Transportation Control Measure, facility that will primarily serve commuters and/or school sites, sidewalks where none exist.

MEDIUM impact: Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

LOW impact: Mixed-use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage.

AIR POLLUTANT EMISSIONS REDUCTION up to 20-points range

Projects will be evaluated on a relative basis (i.e., how they compare to each other) based on the amount of air pollution reduced.

COST-EFFECTIVENESS up to 20-points range

Projects will be evaluated on a relative basis (i.e., how they compare to each other). Utilize the CARB Tool —Methods to Find the Cost-Effectiveness of Funding Air Quality Projects (available at: https://www.arb.ca.gov/planning/tsaq/eval/eval.htm) to calculate the cost-effectiveness of the project.

PROJECT READINESS / ABILITY TO DELIVER up to 20-points range

Project schedules should be fully identified in the project submittal with target dates including, proposed capital purchase(s), identification of in-kind match source and readiness for capital purchases. Project sponsors should also describe proposed activities that will ensure and/or accelerate project delivery as proposed in the application.

FACTORS OF OVERRIDING CONCERN up to 20-points range

The Evaluation Committee may use this category to consider factors of overriding concern. Examples may include, but are not limited to: promotes energy conservation, improves quality of life, identification of match source, acceptable project delivery schedule, timely use of funding, regional benefit, etc.

CMAQ PROJECT SUBMITTAL FORM

_____

Agency

Project Category:

Priority #: ____ of ____

Detailed Project Description (Purpose of Project/Scope of Work):

Warrant Study (Submit calculations as attachment):

Route # or Name:

Postmile/Project Limits/Length:

Air Pollution Reduction:

Cost-Effectiveness (Submit calculations as attachment):

Average Daily Traffic Volume (ADT):

Accident Rate:

Photo of Facility/Project (Please Attach)

Air Quality Screening Criteria Code(s):

Environmental Document Type:

Environmental Document Completion Date:

ROW Acquisition Date:

Project Start (or Vehicle Purchase) Date:

Project Completion Date:

PROJECT DELIVERY SCHEDULE

($1,000)

Work Phase	*Fund Type*	*FY 19/20*	*FY 20/21*	*FY 21/22*	*Fund Total*
PE	CMAQ--88.53%				
PE	Local Match				
ROW	CMAQ--88.53%				
ROW	Local Match				
CONST	CMAQ--88.53%				
CONST	Local Match				
TOTALS					

CMAQ PROJECT SUBMITTAL FORM INSTRUCTIONS

Step #1 (Agency): Indicate the name of your Jurisdiction or Agency.

Step #2 (Project Category): The proposing agency should choose one (1) of the following categories that best fits the projects: **Transit Improvements, Alternative Fuel / Diesel Retrofits (Non-Transit), Traffic Flow Improvements, Pedestrians / Bicycle, PM-10 Reduction, Miscellaneous**

Step #3 (Priority #): The proposing agency should rank the projects that are submitted in accordance with their own priorities.

Step #4 (Detailed Project Description): Describe the type of vehicle that you propose to scrap and the vehicle you propose to buy **with sufficient detail so that the Scoring Committee can understand the purpose and extent of your project**, to include but not limited, year, make, model, year of engine (if different from year of vehicle), and fuel type.

Step #5 (Warrant Study): If project is a traffic signal project, include —Warrant Study to include level of service and traffic volumes (on each leg).

Step #6 (Route # or Name): List the name of the road or highway if applicable.

Step #7 (Project Location/ Length): Indicate the length of the facility (road, highway, bikeway, etc.) measured in miles including tenths of a mile. If postmiles are available, indicate postmile limits if applicable. Indicate the nearest cross street at each end of the travelway. (Example: Belmont Avenue between Clovis and Temperance Avenues)

Step #8 (Air Pollution Reduction) & Step #9 (Cost-effectiveness): Utilize the CARB Tool —Methods to Find the Cost-Effectiveness of Funding Air Quality Projects (available at: https://www.arb.ca.gov/planning/tsaq/eval/eval.htm) to estimate the amount of emissions to be reduced by the project after implementation (in kilograms per day of VOC, NOx, and PM10 pollutants). The CARB model calculates the cost effectiveness of the project measured in total cost per pound of pollutants reduced.

Step #10 (ADT): Average Daily Traffic Volume on a road facility, or equivalent volume levels for transit/bicycle/pedestrian facilities if applicable.

Step #11 (Accident Rate): Accidents divided by millions of vehicle miles. For traffic signal or bridge, use accidents divided by millions of vehicles. Would need number of accidents over past three years.

Step #12 (Photo of Facility/Project): Photos should be included.

Step #13 (Air Quality Screening): Please select the applicable —air quality screening code(s) found on pages 28-29.

Step #14 (Env. Doc. Type): Enter the environmental document type such as CE, EIR/EIS, etc.

Step #15 (Env. Doc. Completion Date): Enter the anticipated milestone date for completing the project environmental phase.

Step #16 (ROW Acquisition Date): Please identify the anticipated right-of-way acquisition date if applicable.

Step #17 (Project Start/Award Date): Enter the anticipated project start or vehicle purchase date. Provide dates for all CMAQ-funded phases.

Step #18 (Project Completion Date): Enter the estimated project completion date. Provide dates for all CMAQ-funded phases.

Step #19 (Project Delivery Schedule): Please program the specific work phase and dollar amount into the appropriate Fiscal Year.

Please note that the MINIMUM local match is 11.47%. Agencies may provide a higher percentage match, if possible. Funding amounts should be rounded to the nearest thousand.

CODES (*for Fund Type and Work Phase):*

FUND TYPE:
CMAQ: Congestion Mitigation & Air Quality
Local: Local Agency Funds

PHASE Definition:
PE: Environmental Document Phase (PA&ED) & Design (PS&E)
ROW: Right-of-Way Acquisition
CONST: Construction

SAMPLE TRANSIT PURCHASE SUBMITTAL FORM

City of xxxxx
Agency

Priority #: ***_1_ of _1_***

Project Category: Transit Improvements

Project Description: Transit Van Purchase

Purchase of 2 Compressed Natural Gas Modified Vans to expand existing IVT Transit System to provide greater levels of service and meet the present and future transportation needs of the County. Major air quality benefits include reduction of ozone, carbon monoxide, and particulate by using —clean air vans.

Warrant Study: N/A

Route # or Name: N/A (FCRTA Sub-Systems)

***Postmile Limits/Length*:** N/A

Air Pollution Reduction: Kilograms Per Day Reduced
ROG = 0.37; NOX = 0.50

Cost Effectiveness: $25.00/lb. reduced

(See attached calculations)

Average Daily Traffic Volume (ADT): N/A

Accident Rate: N/A

Photo of Facility/Project: Photos attached.

Air Quality Screening Criteria Code: 4.02

Proposed Environmental Document Type: CE

Proposed Environmental Document Date: 7-1-20

ROW Acquisition Date: N/A

Project Start (or Vehicle Purchase) Date: 12-1-20

Project Completion Date: 12-31-21

PROJECT DELIVERY SCHEDULE
($1,000)

Work Phase	*Fund Type*	*FY 19/20*	*FY 20/21*	*FY 21/2*	*Fund Total*
PE	**CMAQ--88.53%**				
PE	Local Match				
ROW	**CMAQ--88.53%**				
ROW	Local Match				
CONST	**CMAQ--88.53%**		531.2		531.2
CONST	Local Match		68.8		68.8
TOTALS			***600.0***		***600.0***

SAMPLE SIGNAL PROJECT SUBMITTAL FORM

City of xxxxx
Agency

Priority #: ***_3_ of _4_***

Project Category: Traffic Flow Improvements

Project Description: Replace existing four-way stop control at the intersection of Ashlan and Van Ness Avenues with a traffic signal to reduce delay, congestion, and air pollution.

Warrant Study: See attached study.

Route # or Name: Intersection of Ashlan and Van Ness Avenues.

Postmile Limits/Length: N/A

Air Pollution Reduction: Kilograms Per Day Reduced
ROG = 0.37
NOX = 0.50

Cost Effectiveness: $50.00 per pound reduced

Average Daily Traffic Volume (ADT): Ashlan ADT is 18,688 (1999) and Van Ness ADT is 2,510 (1999)

Accident Rate: There have been 23 accidents over the last five years at this intersection for an accident rate of 0.85 accidents per million vehicle miles.

Photo of Facility/Project (Optional-Please Attach): Photographs of the intersection are attached.

Air Quality Screening Criteria Code: 3.06

Proposed Environmental Document Type: CE

Proposed Environmental Document Date: 7-1-20

ROW Acquisition Date: N/A

Project Start Date: PE 12-1-20; Const 4-1-21

Project Completion Date: PE 2-1-21; CON 6-30-21

PROJECT DELIVERY SCHEDULE ($1,000)

Work Phase	*Fund Type*	*FY 19/20*	*FY 20/21*	*FY 21/22*	*Fund Total*
PE	**CMAQ--88.53%**		13.3		13.3
PE	Local Match		1.7		1.7
ROW	**CMAQ--88.53%**				
ROW	Local Match				
CONST	**CMAQ--88.53%**		146.0		146.0
CONST	Local Match		19.0		19.0
TOTALS			***180.00***		***180.00***

Air Quality Screening Codes

1.00 SAFETY PROGRAMS
1.01 Railroad/Highway Crossing
1.02 Hazard Elimination Program
1.03 Safer non Federal-aid system roads
1.04 Shoulder improvements
1.05 Increasing sight distance

1.06 Safety Improvement Program
1.07 Traffic control devices and operating assistance other than signalization projects
1.08 Railroad/highway crossing warning devices
1.09 Guardrail, median barriers, crash cushions
1.10 Pavement resurfacing and/or rehabilitation
1.11 Pavement marking demonstration
1.12 Emergency Relief (23 U.S.C. 125)
1.13 Fencing
1.14 Skid treatments
1.15 Safety roadside rest areas
1.16 Adding medians
1.17 Truck climbing lanes outside the urbanized area
1.18 Lighting improvements
1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
1.20 Emergency truck pullovers

2.00 MASS TRANSIT
2.01 Operating assistance to transit agencies
2.02 Purchase of support vehicles
2.03 Rehabilitation of transit vehicles
2.04 Purchase of office, shop and operating equipment for existing facilities
2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)
2.06 Construction or renovation of power, signal, and communications systems
2.07 Construction of small passenger shelters and information kiosks
2.08 Reconstruction or renovation of transit buildings and structures
2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way
2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet
2.11 Construction of new bus, rail storage/maintenance facilities categorically excluded (23 CFR 771)

3.00 AIR QUALITY
3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02 Bicycle and pedestrian facilities

4.00 LANDSCAPING/SIGNS
4.01 Specific activities that do not involve or lead directly to construction
4.05 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
4.06 Noise attenuation
4.07 Emergency or hardship advance land acquisitions [23 CFR 712.204(d)].
4.08 Acquisition of scenic easements
4.09 Plantings, landscape, etc.
4.10 Sign removal
4.11 Directional and informational signs

4.12 Transportation enhancement activities (excepting rehabilitation and operation of historic buildings, structures, or facilities).
4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase.

5.00 OTHER
5.01 Intersection channelization projects
5.02 Intersection signalization projects at individual intersections
5.03 Changes in vertical and horizontal alignment
5.04 Interchange reconfiguration projects
5.05 Truck size and weight inspection stations
5.06 Bus terminals and transfer points
5.07 Traffic signal synchronization

RESOLUTION SUPPORTING DELIVERY SCHEDULE

The passage of AB 1012 requires that both state and federal funds be used in a timely manner. To avoid losing funds to the "use-it-or-lose-it" provisions of AB 1012, project sponsors must be able to deliver their projects on time as proposed in the application or as programmed in the FTIP (if different than the date proposed in the application).

Since project delivery is important, the *CMAQ Scoring Committee* may consider a local agency's past performance to deliver projects when scoring applications under the scoring criteria of "Factors of Overriding Concern".

Local agencies that submit applications for CMAQ funds must be able to ensure that their project(s) can be delivered in a timely manner. Therefore, **each application MUST be submitted must include a formal Council/Board Resolution stating that each project will meet project delivery schedules and that staff be directed to ensure that projects are delivered in a timely manner.** A sample resolution is provided on the next page.

***Applicants may submit a draft resolution with each application; however, applicant must state the anticipated adoption date of the resolution. Adoption of resolution must be completed prior to April 24, 2019.

SAMPLE COUNCIL/BOARD RESOLUTION

BEFORE THE
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)
RESOLUTION NO. 2019-__

In the Matter of:

ICTC RESOLUTION SUPPORTING
CMAQ FUNDING Project Delivery Schedules and timely use of funding

WHEREAS, AB 1012 has been enacted into State Law in part to provide for the timely use of State and Federal funds; and

WHEREAS, the (City/County) is able to apply for and receive Federal and State funding including Congestion Mitigation and Air Quality (CMAQ) funds; and

WHEREAS, the (City/County/District) desires to ensure that its projects are delivered in a timely manner to preclude losing funds for non-delivery; and

WHEREAS, it is understood by the (City/County) that failure for not meeting project delivery dates for any phase of a project may jeopardize federal or state funding to the Region; and

NOW THEREFORE BE IT RESOLVED, that the (Council/Board) hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

BE IT FURTHER RESOLVED, that failure to meet project delivery deadlines may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate an agency's project and reprogram Federal/State funds as deemed necessary.

BE IT FURTHER RESOLVED, that the (City/County/District) (Council/Board) does direct its management and engineering staffs to ensure all federal and state-funded projects are carried out in a timely manner as per the requirements of AB 1012 and the directive of the (City/County/District) (Council/Board).

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board) on _____ _____, 2019.

AYES:
NOES:
ABSTAIN:
ABSENT
ATTEST:

Signed: _____
Mayor, City of (------)
Chair, Board of (-------)
Chair, (-----) Board

I hereby certify that the foregoing is a true copy of a resolution of the (Council/Board) duly adopted at a regular meeting thereof held on the _____ day of _____,2019.

Signed: _____

(----------, City/County Clerk)

CMAQ SCORING COMMITTEE

1. Air Pollution Control District
2. Imperial County Transportation Commission
3. Caltrans – District 11
4. Each city will have the choice to include 1 TAC member on the review panel.

***The city representative will not score his or her respective cities project but will be available to answer any questions regarding the projects posed by the scoring committee.

CONTACT/SUBMITTAL INFORMATION

For further information on eligible projects, submittal of applications or other questions related to the CMAQ program, please contact Virginia Mendoza

Please submit all applications by **5:00 p.m.** on **Friday, March 1, 2019** via mail to:

Imperial County Transportation Commission
1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243
Attention: Virginia Mendoza