



**1405 N. IMPERIAL AVE., SUITE 1
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4497**

**TECHNICAL ADVISORY COMMITTEE
DRAFT AGENDA**

DATE: January 26, 2012

TIME: 10:00 a.m. – 12:00 p.m.

**LOCATION: ICTC Offices
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243**

Chairperson: Virginia Mendoza

Vice-Chair: Terry Hagen

Individuals wishing accessibility accommodations at this meeting, under the Americans with Disabilities Act (ADA), may request such accommodations to aid hearing, visual, or mobility impairment by contacting ICTC offices at (760) 592-4494. Please note that 48 hours advance notice will be necessary to honor your request.

PUBLIC COMMENTS

Any member of the public may address the Committee for a period not to exceed three minutes on any item of interest not on the agenda within the jurisdiction of the Committee. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any actions on items that are not on the agenda.

DISCUSSION/ACTION ITEMS

1. Introductions
2. Adoption of the minutes for January 5, 2012 *ACTION*
Requesting a motion to adopt
ICTC Updates / Announcements *DISCUSSION*
3. Recommendation for CMAQ Call For Projects *ACTION*
ICTC staff will be requesting a motion to adopt
4. Caltrans Updates / Announcements *DISCUSSION*
5. General Discussion / New Business *DISCUSSION*
6. Adjournment

The next meeting of the ICTC TAC is scheduled for February 23, 2012. Meeting will be held at the ICTC offices at 10 AM. For questions you may call Cristi Lerma at (760) 592-4494 or contact by email at cristilerma@imperialctc.org.

**CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND,
IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL**



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FAX: (760) 592-4497

TECHNICAL ADVISORY COMMITTEE
SPECIAL MEETING
DRAFT MINUTES

January 5, 2012

Present:

Yazmin Arellano	City of Brawley
Steven Sullivan	City of Brawley
Mindy Hernandez	City of Calipatria
Alex Espinoza	City of Calexico
Terry Hagen	City of El Centro
Abraham Campos	City of El Centro
Norma Villicana	City of El Centro
Alex Meyerhoff	City of Holtville
Ana Salazar	The Holt Group/City of Holtville
Virginia Mendoza (Chair)	City of Imperial
Joel Hamby	City of Imperial
John Gay	County of Imperial

Others:

Fumi Galvan	The Holt Group/City of Holtville
Mark Baza	ICTC
Cristi Lerma	ICTC
David Salgado	ICTC
Luis Medina	Caltrans
Emmanuel Sanchez	ICAPCD

1. The meeting was called to order by Chair Mendoza at 10:03 a.m. A quorum was present. Introductions were made.
2. A motion was made to adopt the December 29, 2011 minutes. **(Meyerhoff/Sullivan) Motion Carried.**
3. ICTC Updates / Announcements
-There were none.
4. Apportionment Recommendation for FY 2011-12 CMAQ Funding

- Mr. Baza stated that Mr. Salgado would be creating a spreadsheet to insert projects that are being submitted and at the end of the meeting all will be documented and printed for all to compare with their own documentation. The Cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial and the County of Imperial all submitted several projects. CMAQ funds available for FY 2011-12 were \$1,825,000. It was determined after a discussion on how to equally distribute the funds, that the seven agencies mentioned would use the funds for the projects below, considering they meet the minimum requirements for the CMAQ funds.
 - The City of Brawley presented a project proposal for the purchase of 1 Clean Natural Gas (CNG) street sweeper as their first priority.
 - The City of Calexico presented a project proposal for the purchase of 1 CNG street sweeper as their first priority.
 - The City of Calipatria presented 3 projects. The first a diesel truck purchase, the second a request for additional funding for HWY 111 East Sidewalk Improvements, and the third for a hybrid vehicle purchase.
 - The City of El Centro presented 2 projects. The first being Parking Lot Improvements at Bucklin Park. The second the retrofitting of several diesel vehicles.
 - The City of Holtville presented 2 projects with shortfalls on 4th Street and the SR 115 intersection as well as a project on 9th Street which is a pedestrian/sidewalk improvement.
 - The City of Imperial presented a project proposal for the purchase of 1 CNG street sweeper as their first priority.
 - The County of Imperial presented a project proposal for the purchase of CNG street sweeper as their first priority.
 - The TAC made a recommendation to equally distribute the available funds however the City of Calipatria was able to fund all three of their projects with the amount of \$158,104.60. The remaining funds from Calipatria's share were added to the fund total and divided evenly among the 6 remaining agencies. The amount each agency will be awarded is \$277,815.90. A *motion* was made to adopt the TAC recommendation ([Arellano/Hagen](#)) **Motion Carried.**
 - ICTC will send a list of items needed from agencies for this redistribution. Mr. Meyerhoff commended the TAC for their efficiency and spirit of equity.
5. Meeting adjourned at 10:55 a.m.
- The next meeting will be held on January 26, 2012 at 10 a.m. at the ICTC Offices.



Congestion Mitigation & Air Quality (CMAQ) Program

SAFETEA-LU CALL FOR PROJECTS APPLICATION PACKET

JANUARY 2012 Call For Projects - DRAFT

1405 N. Imperial Ave., Suite 1
El Centro, CA 92243

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INTRODUCTION

The purpose of the Congestion Mitigation and Air Quality (CMAQ) program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS). Funding can be expended on projects to reduce ozone precursor emissions (including nitrogen oxides (NOx) and volatile organic compounds (VOC)), carbon monoxide (CO), and particulate matter (PM) emissions.

In 1990, Congress amended the Clean Air Act (CAA) to accelerate efforts to attain the NAAQS. The amendments required further reductions in the amount of permissible tailpipe emissions, initiated more stringent control measures in nonattainment areas, and provided for a stronger linkage between transportation and air quality planning. In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA). This law authorized the CMAQ program to provide funding for surface transportation and related projects that contribute to air quality improvements and congestion mitigation. The CAA amendments, ISTEA and the CMAQ program were intended to focus transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems.

The CMAQ Program enable communities to increase public awareness regarding the link between transportation and air quality, fund technological application to improve transportation systems, or increase transit services, as a few examples. Most of the CMAQ project categories include a wide variety of measures to decrease vehicle emissions. Policy considerations exclude highway maintenance and reconstruction projects because these activities preserve existing levels of service and are unlikely to contribute to further improvements in air quality.

Overview

ICTC, acting in its role as the Regional Transportation Planning Agency (RTPA), in the process of programming the future federal transportation revenues that will come to the ICTC Region. 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, capital code, and constructions costs association with an eligible activity.

Once projects have been approved by the ICTC, they must be included in the Federal Transportation Improvement Program (FTIP) prior to reimbursement of federal funding. Due to the time and effort required to process federal-aid funds, these projects should be included in the FTIP in a timely manner in order to ensure sufficient time for project delivery.

**Tentative Timeline

The tentative schedule for the “Call for Projects” and related Federal Transportation Improvement Programming and Air Quality Conformity Determination processes are as follows.

- | | |
|-------------------------|---|
| • January 26, 2012 | Technical Advisory Committee recommendation of CMAQ Program |
| • February 22, 2012 | ICTC Commission approval of CMAQ Cycle Program |
| • February 27, 2012 | “Call for Projects” Process Begins |
| • April 13, 2012 | Project submittals due |
| • April 16, 2012 | CMAQ Scoring Committee |
| • May 9, 2012 | Management Committee Project Approvals and Recommendation |
| • May 23, 2012 | Imperial County Transportation Commission Project Approvals |
| • June 5, 2012 | Submittal of Projects to SCAG, Caltrans and FHWA |

SAFETEA-LU Interim Guidance

In addition to the current eligibility and CMAQ guidance, SAFETEA-LU included provisions for CMAQ eligible projects. The following is from FHWA "Interim Guidance on SAFETEA-LU Provisions that Affect Planning, Environment, and Air Quality" dated September 2, 2005:

Section 1808 – Addition to CMAQ-Eligible Projects

- Provides continued eligibility to use CMAQ funds in former one-hour ozone areas which are required to prepare maintenance plans.
- Reinforces the eligibility of projects that contribute to attainment or maintenance.
- Specifies the eligibility of advanced truck stop electrification, interoperable emergency communications equipment, and transportation systems management and operations projects that mitigate congestion and improve air quality.
- Calls for priority to be given to funding diesel retrofit projects and other cost-effective CMAQ strategies that improve air quality.

ELIGIBLE PROJECTS

The guidance for project eligibility is currently based on FHWA memo “Guidance on the Congestion Mitigation and Air Quality Improvements (CMAQ) Program under the Transportation Equity Act of the 21st Century (TEA – 21)” dated April 28, 1999. The following is a summary of that guidance.

All projects and programs eligible for CMAQ funds must come from a conforming transportation plan and TIP, and be consistent with the conformity provisions contained in section 176(C) of the Clear Air Act (CAA) and the Transportation Conformity Rule. Projects need to be included in TIPs or state-wide transportation improvement projects developed by MPOs or States respectively, under the metropolitan or statewide planning regulations. Projects also need to complete the National Environmental Policy Act (NEPA) requirements and meet basic eligibility requirements for funding under titles 23 and 49 of the United States Code.

In cases where specific guidance is not provided, the following should guide CMAQ eligibility decisions.

Capital Investment: CMAQ funds should be used for establishment of new or expanded transportation projects and programs to help reduce emissions. In many cases this is likely to be capital investment in transportation infrastructure or establishment of a new demand management strategy or other program.

Operating Assistance: There are several general conditions which must be met in order for any type of operating assistance to be eligible under the CMAQ program.

- In extending the use of CMAQ funds to operating assistance, the intent is to help start up viable new transportation services which can demonstrate air quality benefits and eventually will be able to cover their costs to the maximum extent possible. Other established funding sources should supplement and ultimately supplant the use of CMAQ funds for operating assistance.
- Operating assistance includes all costs related to ongoing provision of new transportation services including, but not limited to, labor, administrative costs and maintenance.
- When using CMAQ funds for operating assistance, local share requirements still apply.
- Operating assistance is limited to new transit services and new or expanded transportation demand management strategies.
- Operating assistance under the CMAQ program is limited to 3 years, except as noted elsewhere in this guidance.

Emission Reductions: Projects funded under the CMAQ program must be expected to result in tangible reductions in CO, ozone precursor emissions, or PM-10 pollution. This can be demonstrated by the assessment of anticipated emission reductions that is required under this guidance for most projects. The FHWA and FTA strongly encourage State and local governments to use CMAQ funds for their primary purpose which is to assist nonattainment and maintenance areas to reduce transportation-related emissions.

Public Good: CMAQ funded projects should be for the good of the general public.

Eligible Activities and Projects

Eligibility information on activities and projects and program areas is provided below, together with any restrictions. All possible requests for CMAQ funding are not covered; this section provides particular cases where guidance can be given and rules of thumb applied to assist decisions regarding CMAQ eligibility.

1. Transportation Activities in an Approved SIP or Maintenance Plan

Transportation activities in approved SIPs and maintenance plans are likely to be eligible activities and, if so, must be given the highest priority for CMAQ funding. Their air quality benefits will generally have already been documented. If not, such documentation is necessary before CMAQ funding can be approved. Further, the transportation improvement must contribute to the specific emission reductions necessary to bring the area into attainment.

2. TCMs (Transportation Control Measures)

The TCMs included in 42 U.S.C. §7408(f)(1) are the kinds of projects intended by the TEA-21 for CMAQ funding, and generally satisfy the eligibility criteria. As above, and consistent with the statute, air quality benefits for TCMs must be determined and documented before a project can be considered eligible. One CAA TCM, xvi - programs to encourage removal of pre-1980 vehicles, is specifically excluded from the CMAQ program by the TEA-21 legislation. Eligible TCMs are listed below as they appear in 42 U.S.C. §7408 (f)(1).

1. Programs for improved public transit
2. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
3. Employer-based transportation management plans, including incentives
4. Trip-reduction ordinances
5. Traffic flow improvement programs that achieve emission reductions
6. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
7. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use
8. Programs for the provision of all forms of high-occupancy, shared-ride services
9. 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
10. 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
11. Programs to control extended idling of vehicles
12. Reducing emissions from extreme cold-start conditions (newly eligible)
13. Employer-sponsored programs to permit flexible work schedules
14. 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
15. 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. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior
16. Programs to encourage remove of pre-1980 vehicles (EXCLUDED FROM ELIGIBILITY)

3. Alternative Fuels

The purchase of publicly-owned, alternative fuel vehicles is eligible for CMAQ funding. Since all alternative fueled vehicles are not necessarily good for air quality, proposals for alternative fuel conversion should be coordinated with the State air agency and be aimed primarily at air quality improvement. As with all CMAQ proposals, it must be demonstrated that the proposed switch to alternative fuels is effective in reducing the specific pollutant(s) causing the air quality violation.

Fleet conversions no longer need to be specifically identified or included in the SIP or maintenance plan in order to be eligible for CMAQ funding. Consideration of such projects should be coordinated with air quality agencies prior to selection for funding under the CMAQ program. This coordination will ensure that such projects are consistent with SIP strategies to attain the NAAQS or in maintenance plans to ensure

continued maintenance of the NAAQS. The establishment of publicly-owned, on-site fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles are also eligible expenses. If privately-owned fueling stations are in place and are reasonably accessible and convenient, then CMAQ funds may not be used to construct or operate publicly-owned fueling stations except under a public-private partnership. Such an activity would interfere with private enterprise, and needlessly use transportation/air quality funds for services duplicated in the area.

3. Traffic Flow Improvements

The metropolitan planning provisions of TEA-21 (23 U.S.C. §134(i)(3) and 49 U.S.C. §5305) require that the metropolitan planning process in all Transportation Management Areas (metropolitan areas of 200,000 or more in population) include a congestion management system.

Projects to develop, establish, and implement the congestion management system for both highway and transit facilities, whether under the provisions of 23 U.S.C. §134 or under a State's own procedures, remain eligible for CMAQ funds where it can be demonstrated that such use is likely to reduce transportation-related emissions.

In addition to traffic signal modernization, coordination, or synchronization projects designed to improve traffic flow within a corridor or throughout an area like a central business district, Intelligent Transportation Systems (ITS), traffic management and traveler information systems can be effective in reducing traffic congestion, enhancing transit bus performance and improving air quality. The following have the greatest potential for improving air quality:

- Regional multi-modal traveler information systems
- Traffic signal control systems
- Freeway management systems
- Transit management systems
- Incident management programs
- Electronic fare payment systems
- Electronic toll collection systems

While interconnected traffic signal control systems and freeway management systems have been recognized for their air quality improvement benefits, other user services like electronic fare and toll collection systems can be useful in reducing or eliminating air quality "hot spots". Individually, these core infrastructure elements can reduce emissions and therefore qualify for CMAQ funding. However, when linked together in a system, their benefits are likely to be greater.

Agencies seeking to implement ITS projects must demonstrate consistency with the National ITS Architecture. This is address in separate guidance. Operating expenses for traffic flow improvements are eligible for CMAQ funding where they can be shown to: 1) have air quality benefits, 2) the expenses are incurred from new or additional services, and 3) previous funding mechanisms, such as fares or fees for services, are not displaced.

Since CMAQ-funded projects should contribute to the attainment or maintenance of a NAAQS, it must be found that these operating costs are necessary for the overall system to contribute to attainment or maintenance of an ambient air quality standard. It is reasonable to assume that, after several years, a transportation service may no longer be considered to be an air quality improvement project, but that it has become a part of the existing transportation network. Hence, FHWA and FTA field offices are advised to use the consultation process with EPA to make a determination that operating assistance for traffic management systems, traveler information systems and other ITS projects or programs, beyond the initial 3-year period of eligibility, will assist in the attainment or maintenance of an air quality standard (also see operating assistance eligibility discussion earlier in this guidance).

4. Transit Projects

Improved public transit is one of the TCMs identified in section 108(f)(1)(A) of the CAA. However, not all transit improvements are eligible under the CMAQ program. The general guideline for determining

eligibility is whether an increase in transit ridership can reasonably be expected to result from the project. As with all CMAQ-funded projects, this must be supported by a quantified estimate of the emissions effects due to the project.

Facilities: New transit facilities are eligible if they are associated with new or enhanced mass transit service. If the project is rehabilitation, reconstruction, or maintenance of an existing facility, it is not eligible since there would be no change in emissions caused by the project. Other FTA grant programs can be used for upgrading existing facilities.

Vehicles: Acquisition of new transit vehicles (bus, rail, van) to expand the fleet are eligible. New vehicles acquired as replacements for existing fleet vehicles are also eligible; however, diesel-powered replacement vehicles will have minimal impact on attaining the ozone, PM, and CO standards. For these projects in particular, emissions effects must be documented so that they can be arrayed with other CMAQ proposals and allow informed decisions on the best use of available funds.

Operating Assistance: CMAQ funding can be used to support the start-up of new transit services. In order to be eligible, the service must be a discrete new addition to the system so that operating costs can be easily identified. Operating assistance is for a maximum of 3 years, after which other sources of funding must be used if the service is to be continued.

Fare subsidies: CMAQ funds may be used to subsidize regular transit fares, but only if the reduced or free fare is part of an overall program for preventing exceedances of a national air quality standard during periods of high pollutant levels. Examples include metropolitan areas that have implemented voluntary mobile source emission reduction programs which promote a range of measures individuals can take to reduce ozone-forming emissions. "Ozone-action" programs, designed to avoid exceedances when ozone concentrations are high, are bolstered by more permanent measures aimed at discouraging SOV driving. Refer to section 12 for additional discussion of fare/fee subsidies.

5. 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. Included as eligible projects are:

- Construction of bicycle and pedestrian facilities;
- Non-construction projects related to safe bicycle use; and
- Establishment and funding of State bicycle/pedestrian coordinator positions, as established in the ISTEA, for promoting and facilitating the increased use of nonmotorized modes of transportation. This includes public education, promotional, and safety programs for using such facilities.

6. Travel Demand Management

Travel demand management encompasses a diverse set of activities ranging from traditional carpool and vanpool programs to more innovative parking management and road pricing measures. Many of these measures are specifically referenced in the legislation creating the CMAQ program. Travel demand management projects meeting the basic eligibility requirements of the FHWA and FTA funding programs are eligible for CMAQ funding. Eligible activities include: market research and planning in support of travel demand management (TDM) implementation; traffic calming measures; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs for up to 3 years; as well as marketing and public education efforts to support and bolster TDM measures.

Experience to date suggests that new transportation service has the greatest chance of success if offered along with complementary measures which discourage SOV use, such as parking restrictions or differential parking fees. Several provisions in TEA-21 require metropolitan areas to consider TDM measures in the planning process and this guidance seeks to encourage their development and implementation.

With respect to traffic calming measures, such projects should be examined on a case-by-case basis to assess eligibility. Not all traffic calming measures will lead to reduced emissions and States and MPOs should analyze these projects in the local context in which they would be implemented.

7. Outreach and Rideshare Activities

Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities relating to promoting non-SOV travel options have been, and continue to be, eligible for CMAQ funds. Such outreach activities may be funded under the CMAQ program for an indefinite period. Outreach activities differ fundamentally from the establishment of transportation services. They are communication services that are critical to successful implementation of transportation measures and may equally affect new and existing transit, shared ride, I/M, traffic management and control, bicycle and pedestrian, and other transportation services. As such, they are intended to continue reaching new audiences each time they are implemented, and restrictions on the length of time they may be funded seems contrary to one of the program's goals of effecting behavioral changes to reduce transportation emissions.

Marketing Programs: Marketing programs to increase use of transportation alternatives to SOV travel and public education campaigns involving the linkage between transportation and air quality are eligible operating expenses. Transit "stores" selling fare media and dispensing route and schedule information which occupy leased space are also eligible. In addition, programs to promote the recently enacted Tax Code10 change related to commute benefits are eligible for CMAQ funding.

Carpooling and Vanpooling: Carpool and vanpool programs include computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs and meet CAA requirements. These activities, even if they are part of an existing rideshare program, are eligible for CMAQ funding. New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc. are also eligible and may be funded for an indefinite period of time for both carpool and vanpool services.

The implementation of a vanpool operation entails purchasing or leasing vehicles and providing a transportation service. Therefore, proposals for vanpool activities such as these must be for new or expanded service to be eligible and are subject to the 3-year limitation on operating costs.

Under the CMAQ program, the purchase price of a publicly-owned vehicle for a vanpool service does not have to be paid back to the Federal Government. Requiring payback would place an additional constraint to wider implementation and usage of vanpool programs. Nonetheless, CMAQ funds should not be used to buy or lease vans that would be in direct competition with and impede private sector initiatives. Consistent with the statewide and metropolitan planning regulation, States and MPOs should consult with the private sector prior to using CMAQ funds to purchase vans, and if local private firms have definite plans to provide adequate vanpool service, CMAQ funds should not be used to supplant that service.

Transportation Management Associations: Transportation Management Associations (TMAs) are comprised of groups of individuals, firms or employers who organize to address the transportation issues in their immediate locale. The CMAQ funds may be used for the establishment of TMAs provided that the TMA performs a specified purpose in the project agreement that will be part of any air quality improvement strategy. The TMAs can play a useful role in brokering transportation services to private employers, and CMAQ funds may be used to contract with TMAs for this purpose. Eligible costs include coordinating and marketing rideshare programs, providing shuttle services, developing parking management programs, etc. Eligible expenses for reimbursement of associated TMA start-up costs are limited to 3 years.

8. Telecommuting

The DOT supports the establishment of telecommuting programs. Planning, technical and feasibility studies, training, coordination, marketing and promotion are eligible activities under CMAQ. Physical

establishment or construction of telecommuting centers, computer and office equipment purchases and related activities are not eligible.

9. Fare/Fee Subsidy Programs

The CMAQ program allows funding for user fare or fee subsidies in order to encourage greater use of alternative travel modes (e.g., carpool, vanpool, transit, bicycling and walking). This policy has been established to encourage areas to take a more comprehensive approach--including both supply and demand measures--in reducing transportation emissions.

Transit Services: CMAQ funds can be used to subsidize transit fares only if the reduced fare is offered as a component of a comprehensive, targeted program to reduce SOV use during episodes of high pollutant concentrations. (Also see Transit Project eligibility section.)

Other Demand Management Strategies: CMAQ funds can be used to subsidize fares or fees for vanpools, shuttle services, flat-fare taxi programs and other demand management strategies. Examples of how the fare/fee subsidy might be used include: a program subsidizing empty seats during the formation of a new vanpool; reduced fares for shuttle services within a defined area, such as a flat-fare taxi program; or providing financial incentives for carpooling, bicycling, and walking in conjunction with a commuter choice or other program such as those described under Outreach and Rideshare Activities above. Other components of fare/fee subsidy programs include public information and marketing of non-SOV alternatives, parking management measures, employer-based commuter choice programs, and better coordination of existing transportation services. Fare/fee subsidies under the CMAQ program are intended as short-term incentives. As with operating assistance, there is a maximum 3-year time limit.

10. Intermodal Freight

The CMAQ funds have been, and continue to be, used for improved intermodal freight facilities where air quality benefits can be shown. Capital improvements as well as operating assistance meeting the conditions of this guidance are eligible.

11. Planning and Project Development Activities

Project development activities that lead to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or project planning studies are eligible. This includes studies for the preparation of environmental or NEPA documents and related transportation/air quality project development activities. Project development studies directly related to a TCM are also eligible. In the event that air quality monitoring is necessary to determine the air quality impacts of a proposed project which is eligible for CMAQ funding, the costs of that monitoring are also eligible. As is the case with all CMAQ funded activities, all projects proposed for funding must be included in the MPO Plan and TIP and must meet the metropolitan planning requirements.

General planning activities, such as economic or demographic studies, that do not directly propose or support a transportation/air quality project or are too far removed from project development to ensure any emission reductions are not eligible for funding. Funding for preparation of NEPA or other environmental documents that are not related to a transportation project to improve air quality is also ineligible. Such activities should be funded with other appropriate title 23 or title 49 FTA funds.

Region- or area-wide air quality monitoring is not eligible because such projects do not themselves yield air quality improvements nor do they lead directly to projects that would yield air quality benefits. Air quality monitoring is normally a State air quality agency responsibility which is funded under section 105 of the CAA. If the MPO or State chooses, air quality monitoring could also be funded as a transportation planning activity and appropriate title 23 funds used.

12. I/M Eligibility

Emission I/M programs and related activities show strong potential for improving air quality and are cost-effective uses of CMAQ funds. Recognizing this, construction of facilities and purchase of equipment for

I/M stations are eligible for CMAQ funds. Projects necessary for the development of these I/M programs and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum, are also eligible activities. Operating expenses are eligible for CMAQ funding subject to the general conditions applying to all new transportation services. Specifically, the I/M program must constitute new or additional efforts; existing funding (including inspection fees) should not be displaced, and operating expenses are only eligible for 3 years. Funds under the CMAQ program may be used for the establishment of I/M programs at publicly-owned I/M facilities. Publicly-owned I/M facilities may be constructed, equipment may be purchased, and the facility operated for up to 3 years with CMAQ funds, provided that the conditions covering operations described above are met.

The establishment of I/M programs at privately-owned stations, such as service stations that own the equipment and conduct emission test-and-repair services, can only be funded under the CMAQ program under the provisions covering "public-private partnerships" contained in this guidance. However, if the State relies on private stations, State or local administrative costs for the planning and promotion of the State's I/M program may be funded under the CMAQ program.

The establishment of "portable" I/M programs is also eligible under the CMAQ program, provided that they are public services, contribute to emission reductions and do not conflict with statutory I/M requirements or EPA implementing regulations. Like all CMAQ-funded projects, these programs must meet any relevant NEPA requirements and must be included in the area's plan and TIP before they can be funded.

13. Magnetic Levitation Transportation Technology Deployment Programs

CMAQ funds may be used to fund a portion of the full project costs (including planning, engineering, and construction) pursuant to section 1218 - Magnetic Levitation Transportation Technology Deployment Program of TEA-21 and in accordance with the provisions of section 1218.

14. Experimental Pilot Projects

States and local areas have long experimented with various types of transportation services--and different means of employing them--in an effort to better meet the travel needs of their constituents. These "experimental" projects may not meet the precise eligibility criteria for Federal and State funding programs, but they may show promise in meeting the intended public purpose of those programs in an innovative way. The FHWA and FTA have supported this approach in the past and funded some of these projects as demonstrations to determine their benefits and costs.

The CMAQ provisions of TEA-21 allow experimentation provided that the project or program can reasonably be defined as a "transportation" project and that emission reductions can reasonably be expected "through reductions in vehicle miles traveled (VMT), fuel consumption or through other factors." This guidance encourages States and MPOs to creatively address their transportation/air quality problems and to experiment with new services, innovative financing arrangements, public-private partnerships and complementary approaches that constitute comprehensive strategies to reduce emissions through transportation programs. The CMAQ program can be used to support a well conceived project even if the proposal may not otherwise meet the eligibility criteria of this guidance. Proposals submitted for funding under this provision should show promise in reducing transportation emissions in nonattainment or maintenance areas and should have the concurrence of the MPO, State transportation agency and the FHWA/FTA. Such proposals must also be coordinated with EPA and State/local air quality agencies.

While the CMAQ provisions of TEA-21 were written broadly to encourage an innovative approach, the principles of sound program management must still be followed. Under this approach, there will likely be proposals for funding with which transportation agencies have little experience. As such, before-and-after studies are required to determine the actual project impacts on the transportation network (measured in VMT or trips reduced, or other appropriate measure) and on air quality (emissions reduced). An assessment of the project's benefits should be forwarded to FHWA or FTA documenting the immediate impacts as well as a projection of the project's long-term benefits.

All projects funded under this section should be explicitly identified in the annual report of CMAQ activities as required under section IX of this guidance. In future years, when before-and-after studies are complete, a summary of the actual project benefits should also be included in the annual report. The amount obligated for proposals made pursuant to this section should not exceed 25 percent of a State's yearly CMAQ apportionment.

Projects Not Eligible for CMAQ Funding

As was the case under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), certain projects may not be funded under the CMAQ program under any circumstances. Activities which are legislatively prohibited, including scrappage programs and highway capacity expansion projects, may not be funded under the CMAQ program. Similarly, rehabilitation and maintenance activities, as noted below, show no potential to make further progress in achieving the air quality standards and may not be funded under the CMAQ program. Program funds may also not be used for projects which are outside of nonattainment or maintenance area boundaries except in cases where the project is located in close proximity to the nonattainment or maintenance area and the benefits will be realized primarily within the nonattainment or maintenance area boundaries. (Note: The use of CMAQ funds under the flexibility provisions discussed in Section V are an exception). Public-private partnerships involving the implementation of statutorily mandated measures (e.g., phase-in of alternatively fueled fleets) may not be funded with CMAQ funds. Finally, projects not meeting the specific eligibility requirements under titles 23 or 49 of the United States Code may also not be funded under this provision.

Highway and Transit Maintenance and Reconstruction Projects

Routine maintenance projects are not eligible for CMAQ funding. Routine maintenance and rehabilitation on existing facilities maintains the existing levels of highway and transit service, and therefore maintains existing ambient air quality levels. Thus, no progress is made toward achieving the NAAQS. Rehabilitation projects only serve to bring existing facilities back to acceptable levels of service. Other funding sources, like the STP and FTA's Section 5307 program, exist for reconstruction, rehabilitation and maintenance activities. Replacement-in-kind of track or other equipment, reconstruction of bridges, stations and other facilities, and repaving or repairing roads are also ineligible for CMAQ funding.

Additional Restrictions/Non-Eligible Activities

- General planning activities, even for conformity or implementation plan revisions, are not eligible for CMAQ funds. Preparation of NEPA or other environmental documents that are not related to a transportation project to improve air quality are ineligible.
- Routine maintenance projects are ineligible. Routine maintenance and rehabilitation on existing facilities maintains the existing levels of highway and transit service and, therefore, maintains existing ambient air quality levels rather than improving them.
- Funding for a project which will result in the construction of new capacity (general purpose through lanes) 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.
- Planning activities/model enhancements required for conformity findings.
- Preparation of Transportation Improvement Programs and plan development.
- Air quality monitoring systems.
- TEA-21 prohibits the use of funds for non-governmental partnerships on projects that are required under the Clean Air Act, the Energy Polity Act, or other federal laws.

FUND TABLE

This table represents the projected funding available FFY 2011 through 2016. For the purposes of this CMAQ call for projects cycle ICTC is requiring that funds only be requested for FFY 2012 and beyond.

CMAQ FUNDS	2012/2013	2013/2014	2014/2015	2015/2016	TOTAL
CMAQ Programmed	\$0	0	0	0	\$237
CMAQ Allocated	\$1,825	\$1,825	\$1,825	\$1,825	\$7,300
CMAQ Available	\$1,825	\$1,825	\$1,825	\$1,825	\$7,300

The funding from FY 2012/2013 through FY 2015/2016 are the projected fund amounts to be used for the 2012 CMAQ call for projects. Actual fund amounts may vary depending on federal legislative outcomes.

*Approximately \$7,300,000 will be utilized from 2012/2013 to 2015/2016 for this cycle's call for projects.

CMAQ SCORING CRITERIA

General Intent: The CMAQ Program provides funding for transportation projects or programs that will reduce transportation-related emissions. The ICTC CMAQ Program is aimed toward providing a balanced program of transportation projects that will improve our air quality. Major emphasis is placed upon projects that support alternative modes of transportation; provide new technologies/improvements geared toward providing a more efficient and safer transportation system.

Through this call for projects, ICTC has a goal of programming **\$7,300,000** million in CMAQ funds to projects that can obligate funds for fiscal years **2012/2013 - \$1,825,000, 2013/2014 – \$1,825,000, 2014/2015 - \$1,825,000, and 2015/2016 – \$1,825,000.**

2011 CMAQ Call for Projects – Funding and Category Description

<u>Project Category</u>	<u>Percentage</u>	<u>Available Funding</u>
Transit Improvements	10%	\$730,000
Alternative Fuel / Diesel retrofits (Non-Transit)	25%	\$1,825,000
Traffic Flow Improvements	25%	\$1,825,000
Pedestrians / Bicycle	10%	\$730,000
PM-10 Reduction	25%	\$1,825,000
Miscellaneous	5%	\$365,000
Total	100.00%	\$7,300,000

These amounts represent the **estimated** final apportionment of CMAQ funds the Imperial County Transportation Commission is eligible to receive. Projects selected by the CMAQ Program Scoring Committee are to be based upon ICTC adopted criteria.

up to 20 -points	<i>Congestion Relief</i>
	Has impact on congestion and increases service capacity and/or reliability.
up to 10 -points	<i>Trip Reduction</i>
	Reduces vehicle trips and/or vehicle miles traveled.
up to 20 -points	<i>Air Pollutant Emissions Reduction</i>
	Incorporates transportation control measure, reduces emissions of volatile organic compounds, nitrogen oxides, and/or particulate matter.
up to 30 -points	<i>Cost-Effectiveness</i>
	Air pollutant emissions reduction divided by annualized project cost.
up to 10 -points	<i>Project Readiness</i>
	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 10 -points	<i>Factors of Overriding Concern</i>
	Consider factors of overriding concern, including, but not limited to promotes energy conservation, improves quality of life, leverage other funds, etc.
100	<i>TOTAL POINTS AVAILABLE</i>

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.

TRIP REDUCTION

up to **10**-points range

Projects will be evaluated on a relative basis, (i.e. how they compare to each other).

Significantly reduces vehicle trips and VMT.

Reduces vehicle trips and VMT somewhat.

Does not reduce vehicle trips or VMT.

Increases vehicle trips and VMT (-5 rating).

AIR POLLUTANT EMISSIONS REDUCTIONup to **20**-points range

Projects will be evaluated on a relative basis; (i.e., how they compare to each other) based on the submitted air pollutant reductions of volatile organic compounds, oxides of nitrogen, and/or particulate matter.

COST-EFFECTIVENESSup to **30**-points range

Projects will be evaluated on a relative basis (i.e., how they compare to each other).

PROJECT READINESSup to **10**-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.

FACTORS OF OVERRIDING CONCERNup to **10**-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, 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:

Construction (Vehicle Purchase) Award Date:

ROW Acquisition Date:

PROJECT DELIVERY SCHEDULE

<i>Work Phase</i>	<i>Fund Type</i>	<i>FY 11-12</i>	<i>FY 12-13</i>	<i>FY 13-14</i>	<i>FY 14-15</i>	<i>FY 15-16</i>	<i>Fund Total</i>
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 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):** Utilizing the ARB “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects (pages 4-10)” Guidelines, you must calculate the kilograms per day of VOC, NOx, and PM10 pollutants that will be eliminated if the project is implemented. Using this guide, you will also determine the cost effectiveness of the project measured in total cost per pound of pollutants reduced.
- Step #9 (Cost-Effectiveness):**
- 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 from the attached list.
- Step #14 (Award Date):** Please identify the anticipated vehicle purchase date.
- Step #15 (ROW Acquisition Date):** Please identify the anticipated right-of-way acquisition date if applicable.

Step # 16 (Project Delivery):

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.

CODES (for Fund Type and Work Phase):

FUND TYPE:

CMAQ	Congestion Mitigation & Air Quality
Local	Local Agency Funds

WORK PHASE:

PE	Preliminary Engineering/Development
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 in order 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: Accident rates should decrease as a result of a decrease in miles traveled.

Photo of Facility/Project (Optional-Please Attach): Information regarding the proposed buses is attached.

Air Quality Screening Criteria Code: 4.02

Proposed Purchase Award Date: 12-1-07

ROW Acquisition Date: N/A

PROJECT DELIVERY SCHEDULE

Work Phase	Fund Type	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	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

Construction Award Date: January 2007

ROW Acquisition Date: N/A

PROJECT DELIVERY SCHEDULE

Work Phase	Fund Type	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	Fund Total
PE	CMAQ—88.53%		13.3				13.3
PE	Local Match--11.47%		1.7				1.7
CONST	CMAQ—88.53%		146.0				146.0
CONST	Local Match—11.47%		19.0				19.0
Totals			180.0				180.0

AIR QUALITY SCREENING CRITERIA

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 which 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

Approval of AB 1012 requires that both State and Federal funds be used in a “timely” manner. In order to avoid losing any Federal or State funds to our Region, the “use it or lose it” requirements of AB 1012 place local governmental agencies in a position that they must be able to deliver their projects on time as proposed and as programmed within the Federal Transportation Improvement Program (FTIP).

Since the issue of “project delivery” is so important, the *CMAQ Scoring Committee* may take into consideration as a part of a project’s “factors of overriding concern” evaluation score (10-points), local agency’s ability to deliver projects timely (i.e. past performance/current ability to deliver projects rapidly).

Each agency must be able to assure that their project(s) can be delivered timely. Therefore, **each application MUST be submitted with provided forms and accompanied by a formal Council/Board Resolution stating that each project will meet project delivery schedules and that staff be directed to insure that projects are delivered timely.** The attached “Sample” Resolution has been prepared as a guide for helping prepare the required resolution(s).

SAMPLE COUNCIL/BOARD RESOLUTION

**BEFORE THE
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)
RESOLUTION NO. 2006-__**

In the Matter of:

ICTC
CMAQ FUNDING

RESOLUTION SUPPORTING

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 funding; and

WHEREAS, the (City/County) is able to apply for and receive Federal and State funding under the SAFETEA-LU; and

WHEREAS, the (City/County/District) desires to ensure that its projects are delivered in a timely manner to preclude the IVAG Region from losing those 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 Valley Association of Governments 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 SAFETEA-LU 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 January/February ____, 2006.

AYES:

Signed: _____

NOES:

Mayor, City of (-----)

ABSTAIN:

Chair, Board of (-----)

ABSENT

Chair, (-----) Board

ATTEST:

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 January/February 2006.

Signed: _____

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

CMAQ PROGRAM SCORING COMMITTEE REPRESENTATIVES

1. Air Pollution Control District
2. Imperial County Transportation Commission
3. Caltrans – District 11
4. City Representative (Selected by the TAC)
5. County Representative

CONTACT INFORMATION

For further information on eligible projects, submittal of applications or other questions related to the CMAQ program, please contact David Salgado @ (760) 592-4494

Please submit all applications by **5:00 p.m.** on **Monday, March 26, 2012** via mail or deliver all correspondence to:

**Imperial County Transportation Commission
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243
Attention: David Salgado, Transportation Planner**