I. CALL TO ORDER AND ROLL CALL

II. EMERGENCY ITEMS
   A. Discussion/Action of emergency items, if necessary.

III. 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 action on items that are not on the agenda.

IV. APPROVAL OF CONSENT CALENDAR

   A. Approval of Management Committee Draft Minutes:       June 10, 2015   Pages 4-11
   B. Receive and File:
      1. ICTC Board Draft Minutes:                            June 24, 2015

V. REPORTS

   A. ICTC Executive Director
      • See attached Executive Director Report on page 13
   B. Southern California Association of Governments
   C. California Department of Transportation – District 11
      • See attached Caltrans Report on page 17
   D. Committee Member Reports
VI. ACTION CALENDAR

A. Regional Surface Transportation Program and Congestion Mitigation and Air Quality Call for Projects – FY 2016/2017 to FY 2018/2019

The Technical Advisory Committee forwards this item to the Management Committee for review and consideration. It is requested that the ICTC Management Committee forward this item to the ICTC Commission for their review and approval after public comment if any:

1. Direct staff to open a competitive call for projects for member agencies for estimated RSTP and CMAQ funds, effective August 2015 through November 2015;
2. Direct staff to convene an evaluation committee to score and rank the projects; and,
3. Direct staff to return with a list of recommended projects for approval by the Commission.

VII. NEXT MEETING DATE AND PLACE

A. The next meeting of the Management Committee is currently scheduled for Wednesday, September 9, 2015 at 10:30 a.m., at the City of El Centro, El Centro, CA.

VIII. ADJOURNMENT

A. Motion to Adjourn
A. Approval of Management Committee Draft Minutes: June 10, 2015

B. Receive and File:
   1. ICTC Board Draft Minutes: June 24, 2015
IMPERIAL COUNTY TRANSPORTATION COMMISSION
MANAGEMENT COMMITTEE

DRAFT MINUTES OF June 10, 2015
10:30 a.m.

VOTING MEMBERS PRESENT:
- City of Brawley: Rosanna Bayon Moore
- City of Calexico: Richard Warne
- City of El Centro: Ruben Duran
- City of Holtville: Nick Wells
- City of Imperial: Marlene Best
- County of Imperial: Ralph Cordova

STAFF PRESENT: Kathi Williams, Virginia Mendoza, Cristi Lerma

OTHERS PRESENT: Joe Picazo and Gary Wyatt: County of Imperial, Sam Amen: Caltrans, Tomas Oliva: SCAG, Liz Zarate: City of El Centro

The following minutes are listed as they were acted upon by the Imperial County Transportation Commission Management Committee and as listed on the agenda for the meeting held Wednesday, June 10, 2015 together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL
Chair Bayon Moore called the Committee meeting to order at 10:42 a.m. Roll call was taken. Introductions were made.

II. EMERGENCY ITEMS
A. There were none.

III. PUBLIC COMMENTS
A. There were none.

IV. CONSENT ITEMS
A motion was made by Wells seconded by Duran to approve consent items 4A and 4B. Motion carried unanimously.

A. Approved ICTC Management Committee Minutes for May 13, 2015
B. Received and filed:
   1. ICTC Board Draft Minutes for May 27, 2015
   2. ICTC TAC Draft Minutes for May 28, 2015
   3. ICTC Draft SSTAC Minutes for May 6, 2015

V. REPORTS
A. ICTC Executive Director
   Mr. Baza, Ms. Williams and Ms. Mendoza had the following updates.
   - TDA-LTF is derived from a ¼ cent of the general sales tax collected statewide. The TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services,

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

T: Projects\ICTC MC\2015 Meetings\June\M061015
public transportation, and bus and rail projects. Entities must submit a claim and past year’s fiscal audit to ICTC for processing. Ms. Williams, with the assistance of a table on page 16 of the agenda, described which of the following agencies have pending items to be turned in.

- The next meeting of the Imperial-Mexicali Binational Alliance (IMBA) is scheduled for June 11, 2015 at CETYS University in the City of Mexicali. Presentations and updates that are on the agenda are as follows: New River Port Of Entry; Update from Binational meeting MEX-USA of Bridges and International Crossings in Washington D.C.; Mexicali’s Air Quality actions; IV-Mexicali Binational Statics Information Center; and, Economic Development.
- The City of Calexico and GSA are working on a groundbreaking event for the Downtown Calexico West Port of Entry expansion project for November of this year. Congress has authorized $98 million for this project. Exact time and location of the groundbreaking are yet to be finalized by GSA. For information will be forthcoming as we get closer to November.
- A complete list of ICTC updates can be found on Page 16 of the agenda.

B. Southern California Association of Governments (SCAG)

Mr. Oliva had the following updates:
- Currently Ventura County is the only county without a self-help measure, what we refer to as Measure D in Imperial County. SCAG will be taking a position in regards to this, and more information will be forthcoming as it develops further.
- SCAG will be having special meetings regarding the RTP/SCS on June 18, 2015, July 23, 2015 and August 6, 2015.
- An ATP campaign workshop was held at the Los Angeles office in which a grant was awarded to SCAG to host pop up events. All agencies will have an opportunity to submit projects. The projects will be handled by SCAG and the Consultant since no funds will be awarded to the local agency if your project gets selected.

C. Caltrans Department of Transportation – District 11

Mr. Amen had the following updates:
- There will be a coordinated effort between Caltrans, ICTC, IVEDC and Imperial County Workforce Development to have a large workshop that will help individuals with becoming DBE certified. The workshop will be taking place at Imperial Valley College on June 18, 2015 from 9 a.m. to 12 p.m. and specifically being held due to the 3 projects scheduled for construction on Interstate 8 that will be taking place in late 2015. The project will cost an estimated $214 Million.
- For those agencies applying for the HSIP program, projects can be 100% funded using toll credits.
- Hovely in Brawley will have a new signal and should be active in November. An interim solution will be LED lights in the stop sign.
- A full report is on page 57 of the agenda which includes project updates.

D. Committee Member Reports

- Ms. Best stated that she will be meeting with Mr. Amen regarding Hwy 86 actions.

VI. ACTION CALENDAR

A. Draft ICTC Overall Work Program (OWP) and Budget, FY 2015-16

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:
ICTC MANAGEMENT COMMITTEE MINUTES

June 10, 2015

1. Adoption of the Draft Fiscal Year (FY) 2015-16 Imperial County Transportation Commission (ICTC) Overall Work Plan (OWP) and Budget

A motion was made by Warne seconded by Duran, Motion carried unanimously.

B. Legal Services Agreement – County of Imperial – Imperial County Transportation Commission (ICTC) FY 2015-16 to FY 2016-17

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Authorize the Chairperson to sign the agreement for the continuation of legal services between the County of Imperial and the Imperial County Transportation Commission for an annual cost not to exceed $15,000, effective July 1, 2015 through June 30, 2017.

A motion was made by Warne seconded by Wells, Motion carried unanimously.

C. Extension of the Transit Drug and Alcohol Auditor Agreement, LPM and Associates, FY 2015-16 through FY 2016-17

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Authorize the Chairman to sign the two year extension to the agreement for transit drug and alcohol auditing and reporting services with the firm of LPM and Associates for the not to exceed annual fee of $11,550.00 effective November 1, 2015 through November 30, 2017.

A motion was made by Warne seconded by Wells, Motion carried unanimously.

D. Sixth Amendment to the Med-Express Operating Agreement, ARC – Imperial Valley FY 2015-16

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Authorize the Chairman to sign an sixth amendment document to the operating agreement with ARC-Imperial Valley for the continued operation of the Medexpress for the period effective July 1, 2015 through June 30, 2016, with an annual not to exceed operating subsidy ($197,1247) with 3% marketing funding ($7,000), maintenance escalator ($7,500.00) and fuel escalator.

A motion was made by Warne seconded by Wells, Motion carried unanimously.

E. ICTC and the City of Imperial Agreement for Human Resource Services, FY 2015-2017

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Authorize the Chairman to sign the agreement for Human Resource Services with the City of Imperial for the not to exceed fee of $20,000.00, effective July 1, 2015 through June 30, 2017.
A motion was made by Warne seconded by Wells, Motion carried unanimously.

F. 2015 Active Transportation Program Regional Guidelines

It was requested that ICTC Management Committee forward this item to the Commission for review and approval after the receipt of public comment, if any:

1. Approve the following methodology for assigning points of the Active Transportation Program Regional Guidelines:
   
a. 10 points for projects that have been identified in an adopted local and/or regional plan; and
b. Zero points for projects that have not been identified in an adopted local and/or regional plan.

A motion was made by Duran seconded by Best, Motion carried unanimously.

VII. LOCAL TRANSPORTATION AUTHORITY (LTA) ACTION CALENDAR

A. Administrative Services Budget FY 2015-16

It was requested that the ICTC Management Committee forward this item to the LTA Board for review and approval after public comment, if any:

1. Approve the FY 2015-16 Administrative Services Budget for the Local Transportation Authority

A motion was made by Picazo seconded by Duran, with 1 nay by Warne, Motion carried.

B. Legal Services Agreement FY 2015-16 to FY 2016-17; County of Imperial and the Local Transportation Authority (LTA)

It was requested that the ICTC Management Committee forward this item to the LTA Board for review and approval after public comment, if any:

1. Authorize the Chairperson to sign the agreement for legal services between the County of Imperial and the Local Transportation Authority for an annual cost not to exceed $7,500 annually effective July 1, 2015 through June 30, 2017
2. Direct staff to forward the agreement to the County of Imperial

A motion was made by Best seconded by Wells, Motion carried unanimously.

VII. NEXT MEETING DATE AND PLACE

The next meeting of the Management Committee will be held on July 8, 2015 at the City of Calipatria, Calipatria, CA.

VIII. ADJOURNMENT

A. Motion to adjourn by Picazo/Duran, Motion Carried. Meeting adjourned at 12:16 p.m.
IMPERIAL COUNTY TRANSPORTATION COMMISSION
DRAFT MINUTES FOR JUNE 24, 2015
6:00 p.m.

VOTING MEMBERS PRESENT:

City of Brawley George A. Nava
City of Calipatria Maria Nava-Froelich
City of El Centro Sedalia Sanders
City of Holtville James Predmore (Vice-Chair)
City of Imperial Mark Gran
City of Westmorland Lawrence D. Ritchie
County of Imperial Jack Terrazas
Bruce Kuhn Imperial Irrigation District

NON-VOTING MEMBERS PRESENT:

Caltrans District 11 Bill Figge

STAFF PRESENT: Mark Baza, Kathi Williams, Virginia Mendoza, David Salgado, Cristi Lerma

OTHERS PRESENT: Geoff Holbrook: ICTC Counsel; Sam Amen, Marcelo Peinado: Caltrans; Tomas Oliva: SCAG

The following action minutes are listed as they were acted upon by the Imperial County Transportation Commission and as listed on the agenda for the meeting held Wednesday June 24, 2015 together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL
Chair Kuhn called the Commission meeting to order at 6:52 p.m. Roll call was taken and a quorum was present.

II. EMERGENCY ITEMS
There were none.

III. PUBLIC COMMENTS
There were none.

IV. APPROVAL OF CONSENT CALENDAR
A motion was made by Nava and seconded by Predmore to approve the consent calendar. Motion carried.
A. Approved ICTC Board Draft Minutes: May 27, 2015
B. Received and Filed:
   1. ICTC Management Committee Minutes June 10, 2015
   2. ICTC Draft TAC Minutes: May 28, 2015

V. REPORTS
A. ICTC Executive Director
   Mr. Baza and staff had the following announcements:
   - To date, the cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial and the County of Imperial have adopted resolutions to participate in the California HERO program. The cities of El Centro and Brawley were launched on May 23, 2014; the County of Imperial on November 14, 2014; and, the cities of Calexico, Calipatria and Holtville on March 24, 2015. A program activity report through May
31, 2015 of the HERO activities that are occurring in the County of Imperial and the cities of Brawley and El Centro was attached to the agenda. The report described the number of applications received and approved since their launch. The city of Imperial is expected to launch in June 2015. The City of Westmorland will soon consider action to participate in the program.
- Phase I construction for the West Port of Entry is scheduled to begin in August 2015 with completion in January 2018. GSA will be hosting a ground breaking for Phase 1 on November 2015. Exact time and location of the groundbreaking are yet to be finalized by GSA.
- Mr. Salgado presented IVT videos of passenger comments for the cities of Brawley, Calexico and Imperial. Commissioners had a positive reaction.
- SeaPort Airlines has been dealing with issues regarding the loss of their pilots to major airlines which has caused delays and cancellations on their current flights. They just hired 8 new pilots and are hopeful the issues will subside.
- A full Executive Director report is located on page 16 of the agenda.

B. Southern California Association of Governments (SCAG)
- Mr. Oliva highlighted the ATP campaign listed on page 22. The deadline to submit projects for the ATP campaign is June 30, 2015.
- A SCAG report is attached on page 21 of the agenda.

C. California Department of Transportation (Caltrans)
Mr. Figge had the following updates and announcements:
- Project updates are on pages 46-49 of the agenda. Mr. Figge highlighted a few of them.
- Caltrans has kicked off a safety awareness campaign aimed at getting motorists to pay special attention when crossing highway intersections, particularly the Brawley Bypass.
- The summer edition of the Mile Marker publication has been released and can be found at http://www.dot.ca.gov/ctjournal/MileMarker/2015-2/index.html. The purpose of The Mile Marker is to provide a transparent, plain-language accounting of Caltrans performance.
- Caltrans received a total of 38 project applications for the District, with seven from the Imperial region. It is anticipated that successful applications will be adopted at the California Transportation Committee (CTC) meeting scheduled on October 21-22, 2015. The total ATP Funds requested from the Imperial Region for the applications totals $10,142,000.
- A full report of Caltrans updates can be found on page 46 of the agenda.

D. Commission Member Report
- There were various reports by Commission members of countywide issues and events happening in each of their respective cities.

VI. ACTION CALENDAR
A. Draft ICTC Overall Work Program (OWP) and Budget, FY 2015-16

The ICTC Management Committee met on June 10, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Adopted the Draft Fiscal Year (FY) 2015-16 Imperial County Transportation Commission (ICTC) Overall Work Plan (OWP) and Budget
A motion was made by Nava and seconded by Sanders, **Motion Carried unanimously.**

**B. Legal Services Agreement – County of Imperial – Imperial County Transportation Commission (ICTC) FY 2015-16 to FY 2016-17**

The ICTC Management Committee met on June 10, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Authorized the Chairperson to sign the agreement for the continuation of legal services between the County of Imperial and the Imperial County Transportation Commission for an annual cost not to exceed $15,000, effective July 1, 2015 through June 30, 2017.

2. Directed staff to forward the agreement to the County of Imperial.

A motion was made by Nava and seconded by Sanders, **Motion Carried unanimously.**

**C. Extension of the Transit Drug and Alcohol Auditor Agreement, LPM and Associates, FY 2015-16 through FY 2016-17**

The ICTC Management Committee met on June 10, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Authorized the Chairman to sign the two year extension to the agreement for transit drug and alcohol auditing and reporting services with the firm of LPM and Associates for the not to exceed annual fee of $11,550.00 effective November 1, 2015 through November 30, 2017.

A motion was made by Nava and seconded by Sanders, **Motion Carried unanimously.**

**D. Sixth Amendment to the Med-Express Operating Agreement, ARC – Imperial Valley FY 2015-16**

The ICTC Management Committee met on June 10, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Authorized the Chairman to sign an sixth amendment document to the operating agreement with ARC-Imperial Valley for the continued operation of the Medexpress for the period effective July 1, 2015 through June 30, 2016, with an annual not to exceed operating subsidy ($197,124) with 3% marketing funding ($7,000), maintenance escalator ($7,500.00) and fuel escalator.

A motion was made by Nava and seconded by Sanders, **Motion Carried unanimously.**

**E. ICTC and the City of Imperial Agreement for Human Resource Services, FY 2015-2017**

The ICTC Management Committee met on June 10, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Authorized the Chairman to sign the agreement for Human Resource Services with the City of Imperial for the not to exceed fee of $20,000.00, effective July 1, 2015 through June 30, 2017.
A motion was made by Nava and seconded by Sanders, **Motion Carried unanimously.**

F. Agreement for Professional Financial Reporting Services of the Regional Transit Operators – FY 2010-11 through FY 2014-15 Modification #1

ICTC staff recommended the approval of the modification for the last year of the contract, as further pricing adjustments, if there are any to be achieved, will be evident in the next competitive bid for the project that must be completed during the year, after the receipt of public comment:

1. Authorized the Chairman to sign the modification #1 to the agreement for financial reporting services effective July 1, 2012, for the audit period FY 2010-11 through FY 2014-15, with the firm of Hutchinson and Bloodgood:

   A. For the period July 1, 2015 through June 30, 2016, the annual not to exceed fee set at $69,822.

A motion was made by Nava and seconded by Sanders, **Motion Carried unanimously.**

G. 2015 Active Transportation Program Regional Guidelines

The ICTC Management Committee met on June 10, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Approved the following methodology for assigning points of the Active Transportation Program Regional Guidelines:

   a. 10 points for projects that have been identified in an adopted local and/or regional plan; and
   b. Zero points for projects that have not been identified in an adopted local and/or regional plan.

A motion was made by Gran and seconded by Sanders, **Motion Carried unanimously.**

VII. CLOSED SESSION

A. Motion to Adjourn to Closed Session by Nava seconded by Nava-Froelich, **Motion Carried.**

B. PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code §54957)

   Title: ICTC Executive Director

C. Announcement of Closed Session Action(s)

   1. The ICTC met and no final action was taken

VIII. NEXT MEETING DATE AND PLACE

A. The next meeting of the Imperial County Transportation Commission will be held on **Wednesday, July 22, 2015 at 6:00 p.m.**, at the County of Imperial Board Chambers, at 940 W. Main Street, El Centro, CA.

IX. ADJOURNMENT

Meeting adjourned at 8:20 p.m.
V. REPORTS

A. ICTC EXECUTIVE DIRECTOR

C. CALTRANS—DISTRICT 11
Memorandum

Date: July 2, 2015
To: ICTC Management Committee
From: Mark Baza, Executive Director
Re: Executive Director’s Report

The following is a summary of the Executive Director’s Report for the Management Committee meeting of July 8, 2015.

1. Imperial–Mexicali Binational Alliance: The Alliance meeting was held at CETYS University in the City of Mexicali on June 11, 2015. Presentations and discussions covered updates for the following: New River Port Of Entry: Update from Binational meeting MEX-USA of Bridges and International Crossings in Washington D.C.; Mexicali’s Air Quality actions; IV-Mexicali Binational Statics Information Center; and, Economic Development. The next meeting is tentatively scheduled for September 10, 2015 in Imperial County. Virginia Mendoza, Project Manager

2. California HERO Program: To date, the cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial and the County of Imperial have adopted resolutions to participate in the California HERO program. For Imperial Valley, the California HERO program is administered by Western Riverside Council of Governments (WRCOG) and ICTC. The cities of El Centro and Brawley were launched on May 23, 2014; the County of Imperial on November 14, 2014; and, the cities of Calexico, Calipatria and Holtville on March 24, 2015. Attached is a program activity report through May 31, 2015 of the HERO activities that are occurring in the County of Imperial and the cities of Brawley and El Centro. The report describes the number of applications received and approved since their launch. The city of Imperial is expected to launch in June 2015. The City of Westmorland will soon consider action to participate in the program.

3. 2015 Active Transportation Program (ATP) Regional Guidelines: The ATP program is divided into state and regional shares. Project applications that are not selected for funding from the state’s share of the funds will be passed on to the Metropolitan Planning Organizations (MPOs) for consideration for regional share funding. Program funding is segregated into three components and is distributed as follows: 50% to the state for a statewide competitive program; 10% to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program; 40% to MPO’s in urban areas with populations greater than 200,000 for the larger urbanized area competitive program. In this second call for projects of ATP funds, SCAG does not intend to host a separate Call for Projects. Caltrans will instead forward grant proposals from the SCAG region that were not awarded funding the first statewide selection round for consideration in the Regional Program. All project applications must meet the state’s criteria and be submitted to Caltrans first. ICTC is responsible for scoring from within Imperial County for their consistency with plans adopted by local and regional governments within the county. Previously, if a project was determined to be consistent with plans adopted by local and regional governments within the county, ICTC could add up to 10 points. The following was the previous adopted methodology for assigning points: 10 points for projects that have been identified in an adopted local and/or regional plan; Zero points for projects that have not been identified in an adopted local and/or regional plan. ICTC staff has consulted with the Technical Advisory Committee (TAC) prior to developing this cycles’ methodology for assigning points. The TAC met on May 28, 2015 and the
4. **California's Road Use Charge Pilot:** In 2014, Legislature passed Senate Bill 1077 (SB 1077) directing California to conduct a pilot program to study the feasibility of a road charge as a replacement for the gas tax to pay for road maintenance and repairs. A 15-member technical advisory committee (TAC), composed of representatives from diverse interests, is now working to study the potential for a road charge and outline the parameters of the pilot program. The TAC will craft the parameters of the road charge pilot program by the end of 2015. Beginning no later than January 1, 2017, thousands of California drivers will make history by volunteering to participate in the road charge pilot program to test new approaches. The pilot program will be implemented by the California State Transportation Agency. The outcomes of the road charge pilot program will be reported back to the TAC, the California Transportation Commission (CTC), and the Legislature no later than June 30, 2018. The CTC will provide recommendations on the pilot program to the Legislature in December 2018. The Legislature will then decide whether and how to enact a full-scale permanent road charge program. More information is attached to this report.

5. **Downtown Calexico West Port of Entry:** Congress authorized $98 million for Phase 1 of the port expansion. The U.S. General Services Administration (GSA) will be developing construction bid documents. Phase I construction is scheduled to begin in August 2015 with completion in January 2018. GSA will be hosting a ground breaking for Phase 1 on November 2015. Exact time and location of the groundbreaking are yet to be finalized by GSA.

6. **Calexico East/Mexicali II Port of Entry - Proposed Binational Toll Pilot Project:** The Executive Director has been working with the County of Imperial, the private/non-profit group – “Safer Communities,” and U.S. federal agency staff toward our local effort to prepare for a successful proposal to the U.S. CBP and GSA to implement a toll pilot project that would pay for the port expansion infrastructure and required CBP staffing. In October 2014, the U.S. government released new regulations under Section 559 that would allow for proposals to complete land port of entry improvements using a public-private partnership (P3) model and toll pilot project as the financing mechanism. A proposal must include project specific details about the infrastructure improvements required and costs, operations and maintenance costs, CBP staffing costs, and a toll feasibility analysis. To this end, the ED worked with Safer Communities to prepare a proposal that would address all elements required by the U.S. government. A proposal was submitted by Safer Communities with support by the County of Imperial and ICTC before the December 23, 2014 CBP deadline. In late April 2015, a response was received from CBP. The proposal was temporarily rejected for concerns regarding toll collection locations proposed near security operations. CBP welcomes a re-submittal in late 2015 and is willing to work with Safer Communities to address safety concerns and the toll collection locations prior to re-submittal.

7. **Transit Updates:** On June 16, 2015 the Gillig Bus Corporation was able to provide a demonstration of a 40ft. Low Floor Gillig Hybrid Diesel/Electric vehicle to ICTC and IVT Staff. These buses are the same size of the low sulfur diesel vehicles ICTC currently operates, but contain a hybrid diesel drivetrain. The vehicles reduce emissions and fuel usage by 25%, respectively. Additionally our six new Gillig Low Floor buses hit the assembly line on June 18, 2015. The 6 vehicles are scheduled to be completed early July 2015 with delivery by mid-July. The 6 new Gillig buses will allow for the retirement of the five 1988 Gillig Phantom buses which are currently in operation and well past their useful life. 1 used Phantom will be kept on site for driver training purposes.

8. **IVT RIDE Update:** IVT RIDE service began operations in the Cities of Calexico and Imperial October 1, 2014; in the West Shores community on December 1, 2014; and, in the City of Brawley on January 2, 2015. Several Public Outreach Workshops were held in each of the four communities before the service began. Staff also implemented the no show/late cancellation policy on March 1, 2015 in the Cities of Calexico and Imperial only. The policy has lowered no-show occurrences significantly. All 9 of the newly purchased low floor cutaway bus vehicles are in operation and equipped with camera systems. The use of wireless tablet devices on the service was implemented April 1st and the service has experienced increased efficiencies, such as increased ability to accommodate same day trips, increased passengers per hour and less need for constant radio contact as manifests are updated in real time via wireless connection. Not including West Shores, the IVT Ride service is averaging 3.14 passengers per hour with close to 4 passengers per hour in the City of Calexico. An IVT Ride Paratransit Coordinating Committee (PCC) meeting was held on April 30, 2015 to review operational issues and performance
data, and to review upcoming projects and activities. Public Workshops were recently held in the City of Calexico on May 14, 2015 and in the City of Brawley on May 21, 2015. The next PCC is tentatively scheduled for July 30, 2015. David Salgado, Project Manager

9. **The San Diego State University / Imperial Valley College Transit Shuttle Analysis:** The Transit Shuttle Analysis will assess the feasibility of an inter-college shuttle service in Imperial County. ICTC and SCAG staffs are working with Imperial Valley College and San Diego State University staff to complete the consultant selection process. SCAG staff will complete the contract agreement for the selected consultant and recommendation of award to the Regional Council. The selection and award process is anticipated to be completed in July 2015. Virginia Mendoza, Project Manager

10. **Imperial County Regional Safe Routes to School (SRTS) Masterplan:** The Imperial County Safe Routes to School (SRTS) Regional Masterplan Project has been kicked off. The consultant selected to carry out the study is Ryan Snyder and Associates. The project is funded by the Community Based Transportation Planning (CBTP) program administered by Caltrans. The local match was provided by the Southern California Association of Governments (SCAG) from the Sustainability Grant program. Outreach has been conducted in the communities of Calipatria, Westmorland, San Pasqual, Brawley, Imperial and El Centro. Outreach will continue throughout the county in the Fall of 2015 school year. The project is scheduled for completion Fall 2015. David Salgado, Project Manager

11. **Meetings attended on behalf of ICTC:**
   - June 11, 2015: Imperial-Mexicali Binational Alliance Meeting in Mexicali, MX
   - June 11, 2015: Western Riverside Council Of Governments General Assembly in Cabazon, CA
   - June 16, 2015: El Centro City Council Meeting
   - June 18, 2015: Caltrans/ICTC/IVEDC/DGS/SBA Interstate 8 (I-8) Business Outreach event at Imperial Valley College
   - June 30, 2015: Strategic Growth Council Meeting in Sacramento
   - July 1, 2015: Independence Day celebration by the US Consulate in Tijuana Mexico
   - July 2, 2015: SCAG Regional Council in Los Angeles
## Program Activity through May 31, 2015

| Member         | Launch Date | Eligible Housing Units | Total Applications Received | Applications Approved | Approved Amount | Funded Projects | Funded Amount | Jobs Created*** | Energy | Water | Renewable | Solar kW Installed | Annual kWh Saved | Annual CO2 Reduced (Tons) |
|----------------|-------------|------------------------|-----------------------------|-----------------------|-----------------|----------------|----------------|----------------|-----------------|--------|--------|-----------|--------------------------|------------------|--------------------------|
| Brawley        | 5/23/14     | 6,748                  | 34                          | 19                    | $372,479        | 2              | $91,145        | 1.00           | 10              | 0      | 0      | 0.00      | 41,268                   | 11                |                          |
| Calipatria     | 3/24/15     | 980                    |                             |                       |                 |                |                |                |                 |        |        |           |                          |                  |                          |
| El Centro      | 5/23/14     | 11,620                 | 68                          | 40                    | $885,312        | 13             | $174,951       | 1.00           | 11              | 0      | 3      | 8.00      | 88,778                   | 23                |                          |
| Holtville      | 3/24/15     | 1,733                  |                             |                       |                 |                |                |                |                 |        |        |           |                          |                  |                          |
| Imperial       | June 2015   | 4,553                  |                             |                       |                 |                |                |                |                 |        |        |           |                          |                  |                          |
| Westmorland    | 11/14/14    | 596                    |                             |                       |                 |                |                |                |                 |        |        |           |                          |                  |                          |
| Imperial County| 11/14/14    | 13,813                 | 16                          | 7                     | $209,282        | 3              | $34,592        | 0.00           | 3               | 0      | 1      | 2.00      | 31,836                   | 8                 |                          |
| **Total**      |             | 49,183                 | 118                         | 66                    | $1,467,083      | 23             | $300,688       | 2.00           | 24              | 0      | 4      | 10        | 161,882                  | 42                |                          |

** Participation rate based off of funded projects
*** 1 job for every $117,000 invested.
The following is the California Department of Transportation, District 11 report for the Imperial County Transportation Commission Management meeting of July 8, 2015:

1. **Project Updates:**

   **I-8 at Dogwood Project:**
   - Replace connector
   - Construction Began, October 2014
   - Complete Construction, September 2016
   - Total Cost: $27.0 million

   **El Centro Maintenance Station:**
   - Contract Approved, April 2014
   - Construction Began, July 2014
   - Complete Construction, July 2017
   - Addition of sub-shop building via informal bid with Director’s order
   - Total Cost: $12.4 million

   **I-8/Imperial Avenue Interchange:**
   - Design Complete, late 2016
   - Construction Begins, Fall 2017
   - Complete Construction, Winter 2019
   - Total Cost: $39 million (fully funded)

   **SR-98 Phase 1B:**
   - Widen from two to four lanes between VV Williams and Ollie Avenue in Calexico
   - Design Complete, July 2015
   - Construction Begins, Spring 2016
   - Construction Complete, Fall 2017
   - Total Cost: $13.5 million
**Project Updates (continued):**

**SR-111 Rest Area Project:**
The rest area currently does not meet the State Water Quality Standards for Wastewater Treatment. Therefore, Caltrans is analyzing two alternatives:

1. Upgrade facility to meet standards
2. Close the facility

Total Cost: $243,000

**SR-7 Continuous Reinforced Concrete Pavement (CRCP) Project:**
From the Calexico East Port of Entry to SR-98
Replace concrete pavement with long-life pavement
Construction Began, January 2015
Construction Complete, September 2015
Total Cost: $16.3 million

**I-8 CRCP Project:**
Three projects on I-8 at various locations to replace concrete pavement with long-life pavement. Traffic will be detoured as necessary to complete work.
Project Report, February 2015
Design Complete, April 2015
HQ Advertised, September 2015
HQ Award, October 2015
Construction Begins, Late 2015
Construction Complete, February 2017
Total Cost: $214 million

**SR-111 Pavement Rehabilitation Project – Completed:**
From Niland (Main Street) to Imperial County line
Pavement grinding and chip seal
Construction Began, August 2014
Construction Completed, June 2015
Total Cost: $5.6 million

**SR-86 Pavement Rehabilitation Project:**
From 15th Street (City of Imperial) to SR-78 (City of Brawley)
Seal coat and repair pot holes
Construction Began, August 2014
Construction Complete, Summer 2015
Total Cost: $3.9 million
**Project Updates (continued):**

**SR-111 Pavement Rehabilitation Project**
Seal coat
From 0.1 mile north of Del Rio Road to Main Street
Advertisement, March 2015
Award, July 2015
Construction Begins, September 2015
Construction Ends, February 2016
Total Cost: $5.7 million

**I-8 Pavement Rehabilitation Project:**
Overlay
From 0.6 miles east of Westside Road to 0.3 miles west of SR-111
Design Complete, February 2015
Advertisement, April 2015
Contract Approval, August 2015
Total Cost: $6.7 million

**SR-115 Pavement Rehabilitation Project**
Chip seal
From 0.2 miles east of Towland Road to Taecker Road
Project moved to FY15/16
Total Cost: $2.9 million

**SR-86 Pavement Rehabilitation Project**
Chip seal
From 0.4 miles south of SR-78 west junction to the Riverside County line
Bid Open, May 2015
Award, June 2015
Construction Begins July 2015
Construction Ends, March 2016
Total Cost: $4.5 million

**Dogwood Landscape Project:**
Design Complete, December 2015
HQ Advertisement, July 2016
HQ Award, September 2016
Construction Begins, December 2016
Construction Complete, April 2017
Total Cost: $3.7 million

**SR-78 Pavement Preservation Project:**
Seal coat
3.7 miles west of Vallecitos Road to north junction SR-86 (SD & IMP Counties)
Design Complete, December 2015
Construction Begins, Spring 2016
Construction Complete, Fall 2016
Total Cost: $7.3 million
Project Updates (continued):

SR-111 and SR-186 Pavement Preservation Project:
Overlay
SR-111 from 9.4 miles south of Imperial County Line to Imperial County Line
Seal coat
SR-186 at Andrade from International Border to I-8/SR-186 Separation
Design Complete, December 2015
Construction Begins, Spring 2016
Construction Complete, Fall 2016
Total Cost: $4.0 million

SR-78 Pavement Preservation Project:
Seal coat
SR-78 in Imperial County from PM R50.0 to Riverside County Line
Design Complete, December 2015
Construction Begins, Spring 2016
Construction Complete, Fall 2016
Total Cost: $4.5 million

Total Estimated Investment – Imperial County Projects*: $371.2 million
*Includes both capital and support costs
VI. ACTION CALENDAR

A. Regional Surface Transportation Program and Congestion Mitigation and Air Quality Call for Projects – FY 2016/2017 to FY 2018/2019
ICTC Management Committee
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 1
El Centro, CA  92243

SUBJECT:  Regional Surface Transportation Program and Congestion Mitigation and Air Quality Call for Projects – FY 2016/2017 to FY 2018/2019

Dear Committee Members:

The Imperial County Transportation Commission has received revenue information for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) funding by staff at the Southern California Association of Governments (SCAG).

Approximately $10.9 million may be available over a three-year period beginning in federal fiscal year 2016/2017 and ending in FFY 2018/2019. SCAG staff has recommended that the subregions proceed with a call for projects as we wait for confirmation of future funding.

ICTC staff reviewed the draft guidelines with the ICTC Technical Advisory Committee on July 2, 2015. The TAC recommends that a competitive call for projects be conducted for member agencies under the local program guidelines approved by ICTC and used previously in 2008 and 2012. The attachment summarizes the revenue estimates, the eligibility criteria under the RSTP and CMAQ programs, the proposed schedule, the selection criteria and a draft application. It should be noted that RSTP and CMAQ are two separate programs and different backup documentation is required, please refer to the attached guidelines for details.

The Technical Advisory Committee forwards this item to the Management Committee for review and consideration. It is requested that the ICTC Management Committee forward this item to the ICTC Commission for their review and approval after public comment, if any:

1. Direct staff to open a competitive call for projects for member agencies for estimated RSTP and CMAQ funds, effective August 2015 through November 2015;
2. Direct staff to convene an evaluation committee to score and rank the projects; and,
3. Direct staff to return with a list of recommended projects for approval by the Commission.

Sincerely,

MARK BAZA
Executive Director
Imperial County Transportation Commission

Congestion Mitigation & Air Quality (CMAQ) Program

2015 CALL FOR PROJECTS
APPLICATION PACKET

Draft

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

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal funding program reauthorized under Moving Ahead for Progress in the 21st Century, known as MAP-21. 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$_{2.5}$)

**Project Eligibility**

Each CMAQ project must meet three basic criteria: *it must be a transportation project, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.*

**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 16/17, 17/18 and 18/19. 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 will 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 is as follows.

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<tbody>
<tr>
<td>July 2, 2015</td>
<td>Technical Advisory Committee approves CMAQ &amp; RSTP Guidelines</td>
</tr>
<tr>
<td>July 8, 2015</td>
<td>Management Committee approves CMAQ &amp; RSTP Guidelines</td>
</tr>
<tr>
<td>July 22, 2015</td>
<td>ICTC approves CMAQ &amp; RSTP Guidelines</td>
</tr>
<tr>
<td>Aug. 3, 2015</td>
<td>Call for Projects begins</td>
</tr>
<tr>
<td>Sept. 30, 2015</td>
<td>Call for Projects ends</td>
</tr>
<tr>
<td>Oct. 1, 2015</td>
<td>Project selection process begins</td>
</tr>
<tr>
<td>Oct. 15, 2015</td>
<td>Project selection process ends (project recommendation list generated)</td>
</tr>
<tr>
<td>Oct. 22, 2015</td>
<td>TTAC approves ICTC staff project selection recommendations</td>
</tr>
<tr>
<td>Nov. 18, 2015</td>
<td>Management Committee and ICTC approve project selection recommendations</td>
</tr>
</tbody>
</table>

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ELIGIBLE PROJECTS

Eligibility information is provided below. Not all possible requests for CMAQ funding are covered—this section provides examples of general project types that may be eligible for CMAQ funds.

1. Diesel Engine Retrofits & Other Advanced Truck Technologies

The MAP-21 continues the emphasis SAFETEA-LU placed on diesel engine retrofits and the various types of projects that fall under this broad category. 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 diesel 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 expands 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. The 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). A strong component of the SAFETEA-LU focus on diesel retrofits,
construction vehicles and equipment also are eligible under MAP-21. 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. The 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). The SAFETEA-LU initially provided for these facilities in the ROW. However, this provision was removed with the SAFETEA-LU Technical Corrections Bill that followed.

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 on I-15 in San Diego and the recently converted I-394 in Minneapolis in which prices vary dynamically every 2 minutes based on traffic conditions.

- **New variably tolled express lanes** on existing toll-free facilities, such as the "91 Express Lanes" on State Route 91 in Orange County, CA.

- **Variable tolls on existing or new toll roads**, such as on the bridges and tunnels operated by the Port Authority of New York and New Jersey.

- **Network-wide or cordon pricing**, such as implemented in Stockholm, London, and Singapore.

- **Usage-based vehicle pricing**, such as mileage-based vehicle taxation being explored by the State of Oregon, 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

Operating assistance to introduce new transit service or expand existing transit service is eligible. The eligibility applies regardless of the size of the urbanized area (UZA) or whether a particular grantee is or was previously authorized to use funding under Chapter 53 of Title 49 U.S.C. for operating assistance. There are several general conditions for operating assistance eligibility under the CMAQ program:
a. Operating assistance is limited to new transit, commuter and intercity passenger rail services, intermodal facilities, travel demand management strategies, including traffic operation centers, inspection and maintenance programs, and the incremental cost of expanding these services.

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 year 2) across an additional 2 years (i.e. years 4 and 5). This 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 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.
f. Eligible activities that used CMAQ funds for operating support in FY 2012, as described in the 2008 CMAQ Program Guidance, and that had not received operating assistance for three fiscal years as of September 30, 2012, may continue to receive operating assistance under MAP-21, transitioning into the 5-year schedule described above. The number of prior years of operating assistance will determine which year of the 5-year cycle applies in FY 2013. Except as noted in this paragraph, activities that already have received 3 years of operating support under prior authorizations of the CMAQ program are not considered to be in a start-up phase and are not eligible for the expanded assistance period. Those transportation uses expressly eligible for CMAQ funding under SAFETEA-LU sections 1808(g)-(k) and certain provisions in appropriations acts are eligible for CMAQ dollars for an additional 5 years consistent with this Section. The maximum allowable assistance level and the 5-year time period described above will apply.

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

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<th>Example</th>
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<td>400</td>
<td>200</td>
<td>100</td>
<td>100</td>
<td>900</td>
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</table>
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 decisionmaking 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
• Carpoools, 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 programwide 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.
The table below summarizes the anticipated CMAQ funds available for programming for the three-year period FY 2016/17 - 2018/19. Actual fund amounts may vary depending on federal legislative outcomes.

<table>
<thead>
<tr>
<th>FY2016/17</th>
<th>FY2017/18</th>
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<tr>
<td>$1,200,000</td>
<td>$1,470,000</td>
<td>$1,470,000</td>
<td>$4,140,000</td>
</tr>
</tbody>
</table>
CMAQ SCORING CRITERIA

**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 will improve our air quality. Major emphasis is placed on projects that support alternative modes of transportation, and provide new technologies/improvements geared toward providing a more efficient and safer transportation system. ICTC has developed the following funding targets by project category aimed at developing a balanced CMAQ program.

### CMAQ Funding Category Targets

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Percentage</th>
<th>Funding Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Improvements/Miscellaneous</td>
<td>15%</td>
<td>$621,000</td>
</tr>
<tr>
<td>Alternative Fuel / Diesel retrofits</td>
<td>25%</td>
<td>$1,035,000</td>
</tr>
<tr>
<td>(Non-Transit)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Flow Improvements</td>
<td>25%</td>
<td>$1,035,000</td>
</tr>
<tr>
<td>Pedestrians / Bicycle</td>
<td>10%</td>
<td>$414,000</td>
</tr>
<tr>
<td>PM-10 Reduction</td>
<td>25%</td>
<td>$1,035,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$4,140,000</strong></td>
</tr>
</tbody>
</table>

The dollar amounts listed in the table above are based on the estimated CMAQ revenue presented in the previous page and subject to change.

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

- **Up to 10-points**  
  **Trip Reduction**  
  Reduces vehicle trips and/or vehicle miles traveled.

- **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 30-points**  
  **Cost-Effectiveness**  
  Air pollutant emissions reduction divided by annualized project cost.

- **Up to 10-points**  
  **Project Readiness**  
  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**  
  **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**

**TAC recommended to remove this Category and increase the following categories:**

- Traffic Flow Improvements 30%
- Pedestrian/Bicycle 15%
- PM-10 Reduction 40%
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 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 30-points range

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

**PROJECT READINESS** up 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 CONCERN** up 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, regional benefit, etc.
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:

Contract (Vehicle Purchase) Award Date:

ROW Acquisition Date:

Project Completion Date:

PROJECT DELIVERY SCHEDULE

<table>
<thead>
<tr>
<th>Work Phase</th>
<th>Fund Type</th>
<th>FY 14/15</th>
<th>FY 15/16</th>
<th>FY 16/17</th>
<th>FY 17/18</th>
<th>FY 18/19</th>
<th>Fund Total</th>
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<td>ROW</td>
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</table>
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 ARB methodology —Methods to Find the Cost-Effectiveness of Funding Air Quality Projects (http://www.arb.ca.gov/planning/tsaq/mvrfp/mvrfp.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 ARB 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 (Contract Award Date): Enter the anticipated contract award date or vehicle purchase date.

Step #17 (ROW Acquisition Date): Please identify the anticipated right-of-way acquisition date if applicable.

Step #18 (Project Completion Date): Enter the estimated project completion date.

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.

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 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: Photos attached.

Air Quality Screening Criteria Code: 4.02

Proposed Environmental Document Type: CE

Proposed Environmental Document Date: 7-1-18

Proposed Contract Award Date: 12-1-18

ROW Acquisition Date: N/A

Project Completion Date: 12-31-19

PROJECT DELIVERY SCHEDULE

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50 26
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: 7-1-18

Proposed Contract Award Date: 12-1-18

ROW Acquisition Date: N/A

Project Completion Date: 12-31-19

PROJECT DELIVERY SCHEDULE

<table>
<thead>
<tr>
<th>Work Phase</th>
<th>Fund Type</th>
<th>FY 14/15</th>
<th>FY 15/16</th>
<th>FY 16/17</th>
<th>FY 17/18</th>
<th>FY 18/19</th>
<th>Fund Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>CMAQ--88.53%</td>
<td></td>
<td></td>
<td>13.3</td>
<td>13.3</td>
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<td></td>
</tr>
<tr>
<td>PE</td>
<td>Local Match</td>
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<td>1.7</td>
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<tr>
<td>ROW</td>
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<td>146.0</td>
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<tr>
<td>ROW</td>
<td>Local Match</td>
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<td>19.0</td>
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<tr>
<td>TOTALS</td>
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<td></td>
<td></td>
<td></td>
<td>180.00</td>
<td>180.00</td>
</tr>
</tbody>
</table>
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
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 sample resolution on the next page has been included as a guide for helping prepare the required resolution.
BEFORE THE
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)
RESOLUTION NO. 2015-__

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 __________ __________, 2015.

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 ____________________, 2015.

__________
Signed: ______________________________
______________________________
(Mayor, City of (-----)
Chair, (-----) Board)

(Signed, City/County Clerk)
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.
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 Wednesday, September 30, 2015** via mail and all correspondence to:

**Imperial County Transportation Commission**
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243
Attention: Virginia Mendoza
Regional Surface Transportation Program (RSTP)

2015 CALL FOR PROJECTS
Imperial County Transportation Commission

REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

2015 CALL FOR PROJECTS APPLICATION PACKET

Draft

1405 N. Imperial Ave., Suite 1
El Centro, CA  92243
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<td>RSTP Program Scoring Committee Representatives</td>
<td>15</td>
</tr>
<tr>
<td>Contact /Submittal Information</td>
<td>16</td>
</tr>
</tbody>
</table>
The Regional Surface Transportation Program (RSTP) is a federal funding program authorized under MAP-21 and identified in Section 133 of Title 23 of the United States Code. The purpose of the RSTP program is to provide flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

**Project Eligibility**

In general, RSTP projects must be located on eligible Federal-aid roads and may not be located on local or rural minor collectors. However, there are a number of exceptions to this requirement including: ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, minor collectors in NHS corridors, and the two new bridge eligibilities brought over from the HBP.

**Overview**

ICTC, acting in its role as the Regional Transportation Planning Agency (RTPA), has begun the process to program future federal RSTP revenues anticipated during FYs 16/17, 17/18 and 18/19. RSTP 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 contructions costs association with an eligible activity.

Once projects have been approved by the ICTC, they will 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 is as follows.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2, 2015</td>
<td>Technical Advisory Committee approves CMAQ &amp; RSTP Guidelines</td>
</tr>
<tr>
<td>July 8, 2015</td>
<td>Management Committee approves CMAQ &amp; RSTP Guidelines</td>
</tr>
<tr>
<td>July 22, 2015</td>
<td>ICTC approves CMAQ &amp; RSTP Guidelines</td>
</tr>
<tr>
<td>Aug. 3, 2015</td>
<td>Call for Projects begins</td>
</tr>
<tr>
<td>Sept. 30, 2015</td>
<td>Call for Projects ends</td>
</tr>
<tr>
<td>Oct. 1, 2015</td>
<td>Project selection process begins</td>
</tr>
<tr>
<td>Oct. 15, 2015</td>
<td>Project selection process ends (project recommendation list generated)</td>
</tr>
<tr>
<td>Oct. 22, 2015</td>
<td>TTAC approves ICTC staff project selection recommendations</td>
</tr>
<tr>
<td>Nov. 18, 2015</td>
<td>Management Committee and ICTC approve project selection recommendations</td>
</tr>
</tbody>
</table>
ELIGIBLE PROJECTS

Projects eligible for RSTP funds:

1. Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.

2. Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.

3. Construction of a new bridge or tunnel at a new location on a Federal-aid highway.

4. Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).

5. Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.

6. Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 217, and the modifications of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
7. Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.

8. Highway and transit research and development and technology transfer programs.

9. Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.

10. Surface transportation planning programs.

11. Transportation alternatives.

12. Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408 (f)(1)(A)).

13. Development and establishment of management systems.

14. Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119 (g).

15. Projects relating to intersections that—
   
   (A) have disproportionately high accident rates;
   
   (B) have high levels of congestion, as evidenced by—
      
      (i) interrupted traffic flow at the intersection; and
      
      (ii) a level of service rating that is not better than “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and
   
   (C) are located on a Federal-aid highway.

16. Infrastructure-based intelligent transportation systems capital improvements.

17. Environmental restoration and pollution abatement in accordance with section 328.
18. Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.

19. Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs.

20. Recreational trails projects eligible for funding under section 206.

21. Construction of ferry boats and ferry terminal facilities eligible for funding under section 129 (c).


23. Truck parking facilities eligible for funding under section 1401 of the MAP–21.

24. Development and implementation of a State asset management plan for the National Highway System in accordance with section 119, including data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.

25. A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.

26. Construction and operational improvements for any minor collector if—

   (A) the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System;
   (B) the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and
(C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).
The table below summarizes the anticipated RSTP funds available for programming for the three-year period FY 2016/17 - 2018/19. Actual fund amounts may vary depending on federal legislative outcomes.

<table>
<thead>
<tr>
<th>FY2016/17</th>
<th>FY2017/18</th>
<th>FY2018/19</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>$2,265,000</td>
<td>$2,265,000</td>
<td>$2,265,000</td>
<td>$6,795,000</td>
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</table>
Baseline Screening Criteria – Local Approval

Projects must have local approval through endorsement of the City Council of Board of Supervisors via resolution indicating:
  a. The opportunity for public comment was provided at a public meeting;
  b. Identification of a specific local match amount with source and type of funds used to leverage the project;
  c. Compliance with the agency’s planning process (i.e., circulation element of the agency’s general plan);
  d. An adopted pavement management plan for rehabilitation projects.

Baseline Scoring Criteria

<table>
<thead>
<tr>
<th>Community Benefit</th>
<th>Projects should result in demonstrated benefits for the community including increased safety, employment, air quality, connectivity between communities, aesthetics, etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 30 points</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Project Readiness</th>
<th>Project schedules should be fully identified in the project submittal with target dates including: consultant selection, environmental review schedule and document type, design, right of way acquisition, construction and anticipated completion date.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 40 points</td>
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</table>

<table>
<thead>
<tr>
<th>Regional Significance</th>
<th>Projects should be submitted based upon previously approved planning documents; traffic analysis, circulation analysis, project study report, inclusion in regional plans including the 20-year Local Transportation Plan, the FTIP, etc.</th>
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</thead>
<tbody>
<tr>
<td>0 to 20 points</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Continuity</th>
<th>Projects previously funded or in various stages of development should receive continued support.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 10 points</td>
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</tbody>
</table>

100 points total
1. **Baseline Screening Criteria**

   Local approval through a City Council or Board of Supervisors’ Resolution indicating:
   
   A. Opportunity for public comment was provided at Council/Board meeting
   B. Identification of specific local match amount, and, source or type of any other funds used to leverage the project
   C. Compliance with the circulation element of the agency’s general plan
   D. Confirmation that a pavement management plan is in place for rehab projects

   Resolution approved on ____________________________ (attach copy)

   Additional Comments:

1. **General Description (required for RTIP amendment process)**

   a. Description of the transportation issue or problem
   b. Location including project limits
   c. Project scope
   d. Functional classification
   e. Is this project capacity enhancing?
   f. Condition of existing facility, if applicable
   g. Consequences, if any, of not completing the project
2. **Project results in community benefit** (30 points max.)

Explain/illustrate how the project results in the demonstration of benefits for the community including but not limited to increasing; safety, employment, air quality, connectivity between communities, aesthetics, etc. provide supporting documentation as an attachment.


/Ability to Deliver

3. **Project Readiness** (40 points max.)

Explain/illustrate the project schedule with target start and completion dates, and specific components including but not limited to consultant selection, environmental review, schedule and document type, design, right of way acquisition, construction and anticipated completion date. Provide supporting documentation as an attachment.

4. **Regional Significance** (20 points max.)

Explain/Illustrate the regional significance through the use of but it is not limited to; previously approved planning documents; traffic analysis, project study report, inclusion in regional plans, including the 20 Year Local Transportation Plan and the RTP, etc. provide supporting documentation as an attachment.
5. **Continuity** (10 points max.)

Explain/illustrate how project was previously funded and/or is in various stages of development so that it should receive continued support. Provide supporting documentation as an attachment.

6. **Project Budget**

Explain/illustrate the project budget separating it into fiscal years and a minimum of three segments for the design and engineering, right of way acquisition and construction.

7. **List of Attachments**

Add check box requiring California Road Systems (CRS) Map highlighting the location of the project.

8. **Prepared By** ________________________________
   
   Date: ________________________________
   
   Authorized Signature
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).

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 sample resolution on the next page has been included as a guide for helping prepare the required resolution.
BEFORE THE  
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)  
RESOLUTION NO. 2015-__  

In the Matter of:  

ICTC RESOLUTION SUPPORTING  
RSTP 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 Regional Surface Transportation Program (RSTP) 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, and:  

a. The opportunity for public comment was provided at a public meeting;  

b. Local funds in the amount of $_________ from _________ (source and type of funds) will be used to leverage the federal funds for the project;  

c. Project(s) is consistent with the _____________ (plan: i.e., circulation element of the agency’s general plan) planning process;  

d. Project(s) is consistent with the adopted pavement management plan (for rehabilitation projects only).  

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 __________ ___________ 2015.  

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 ________________,2015.  

Signed: __________________________  

(-------------------, City/County Clerk)
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.
For further information on eligible projects, submittal of applications or other questions related to the RSTP program, please contact Virginia Mendoza.

Please submit all applications by 5:00 p.m. on Wednesday, September 30, 2015 via mail and all correspondence to:

Imperial County Transportation Commission  
1405 N. Imperial Ave., Suite 1  
El Centro, CA 92243  
Attention: Virginia Mendoza