



# 2022 CALL FOR PROJECTS

**CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM**  
**SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM**

**GUIDELINES, APPLICATIONS  
AND INSTRUCTIONS**

IMPERIAL COUNTY  
TRANSPORTATION COMMISSION 

***SEPTEMBER 23, 2021 DRAFT***

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## INTRODUCTION

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The Imperial County Transportation Commission (ICTC) is responsible for selecting and programming federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) program funds. The 2022 Call for Projects will provide additional funds for programming in federal fiscal years<sup>1</sup> (FFY) 2022-23, 2023-24, and 2024-25. A total of \$5,221,306 million in CMAQ and \$7,706,117 in STBG funds are available for programming over the three-year period. Projects approved by ICTC will be added to the Federal Transportation Improvement Program (FTIP) to allow project sponsors to “obligate” the funds.

Specific CMAQ and STBG program information and eligibility requirements are provided in the individual program sections included in these Guidelines. The process for obligating non-transit projects is described in the Caltrans Local Assistance Procedures Manual available at <https://dot.ca.gov/programs/local-assistance>.

## GENERAL INSTRUCTIONS APPLICABLE TO BOTH PROGRAMS

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The Call for Projects information and procedures described in this section apply to both CMAQ and STBG programs.

### APPLICATION SUBMITTAL & CONTACT INFORMATION

CMAQ and STBG project **applications are due by 5:00 p.m. on Friday, February 25, 2022** (or postmarked no later than February 25, 2022). Applications should be delivered or mailed to:

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

For additional information, please contact Marlene Flores at (760) 592-4494 or [marleneflores@imperialctc.org](mailto:marleneflores@imperialctc.org).

### CALL FOR PROJECTS SCHEDULE

The schedule on the next page provides the major milestones of the 2022 CMAQ and STBG Call for Projects process.

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<sup>1</sup> The federal fiscal years begins October 1 and ends September 30.

<b>2022 CMAQ AND STBG CALL FOR PROJECTS SCHEDULE</b>	
September 23, 2021 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2022 CMAQ & STBG Guidelines
October 28, 2021 (Thursday)	TAC approves the draft 2022 CMAQ & STBG Guidelines
November 10, 2021 (Wednesday)	Management Committee reviews and approves the 2022 CMAQ & STBG Guidelines
November 17, 2021 (Wednesday)	ICTC reviews and approves the 2022 CMAQ & STBG Guidelines
November 18, 2021 (Thursday)	Call for Projects begins. The Approved 2022 CMAQ & STBG Guidelines application document is posted on the ICTC website
February 25, 2022 (Friday)	Call for Projects ends. Project applications deadline is 5:00 pm
March 3, 2022 (Thursday)	Project selection process begins
March 17, 2022 (Thursday)	Project selection process ends (ICTC staff generates list of projects recommended for funding)
March 24, 2022 (Thursday)	TAC reviews and approves project selection recommendations
April 13, 2022 (Wednesday)	Management Committee reviews and approves project selection recommendations
April 27, 2022 (Wednesday)	ICTC reviews and approves project selection recommendations
May 27, 2022 (Friday)	Executed Resolutions due to ICTC

### **FUNDING & PROGRAMMING CYCLE**

The 2022 Call for Projects provides three years of new CMAQ and STBG funds for projects in FFYs 2022-23, 2023-24, and 2024-25. ICTC plans to program a total of \$5,222,420 million in CMAQ and \$7,704,064 in STBG funds over the three-year period. The funding estimates were developed by Caltrans and listed in the table below by FFY.



**CMAQ and STP Apportionment Estimates for FY 2022/23 – FY 2024/25**

Program	FFY 22-23	FFY 23-24	FFY 24-25	Total
<b>CMAQ</b>	\$1,740,810	\$1,740,248	\$1,740,248*	\$5,221,306
<b>STBG</b>	\$2,570,088	\$2,570,088	\$2,565,941*	\$7,706,117
Total	\$4,310,898	\$4,310,336	\$4,306,189	\$12,927,423

*\*FFY 24/25 amounts shown for CMAQ and STBG are estimated apportionments. Updated estimates for FFY 2024-2025 for CMAQ and STBG are expected to come from Caltrans by Winter 2021.*

**ELIGIBLE PROJECT PHASES**

All project phases are eligible for funding under both CMAQ and STBG programs. The phases are:

- Preliminary Engineering (includes both PA&ED and PS&E phases)
- Right-of-way acquisition
- Construction (includes construction engineering)
- Purchase and installation of eligible activities

**LOCAL MATCH REQUIREMENT**

The minimum local match requirement is 11.47% for both CMAQ and STBG program funds. Local, state and private funds are eligible local match sources.

**AB 1012 TIMELY USE OF FUNDS**

AB 1012 (enacted 1999) requires that state and federal funds be expended in a timely manner. To avoid losing funds to the “use-it-or-lose-it” provisions of AB 1012, project sponsors must “obligate” or encumber project funds on time as proposed in the application or as programmed in the FTIP if different than the date listed in the application. The commitment to deliver projects in a timely manner will be provided through City Council or Board of Supervisors resolution (see section below for additional information).

**COUNCIL/BOARD RESOLUTION**

Projects must be approved by the local agency submitting the project application through City Council or Board of Supervisors resolution. Adopted resolutions should be included in the applications. If a resolution has not been adopted by the February 25<sup>th</sup> application deadline, a draft resolution should be included in the application with a note indicating the expected adoption date. Resolutions must indicate:

- Project name and requested amounts by funding source.
- The local match amount and the source and type of funds. If more than one project is included in the resolution, the local match amount and the source and type of funds should be provided for each project.
- Opportunity for public comment was provided at a public meeting.



- Project is in compliance with the local agency's planning process such as included in the circulation element of the local agency's general plan.
- Project is included in an adopted pavement management plan (rehabilitation projects only).
- Local agency commits to completing the project based on the project schedule included in the application to avoid losing funds to the "use-it-or-lose-it" provisions of AB 1012.

A sample resolution is provided in Attachment 1.

### **SCORING COMMITTEE**

The Scoring Committee will evaluate and score the CMAQ and STBG applications. The Scoring Committee will be comprised of the following members:

- Air Pollution Control District staff representative
- ICTC staff representative
- Local agency TAC representative (Note: one representative per local agency; local Agency representatives will not score applications submitted by her/his local agency)

In addition to the above listed Scoring Committee members, a Caltrans District 11 staff representative will participate as a non-scoring member of the Scoring Committee to assist in evaluating the projects.

### **PROJECT PRIORITY**

Local agencies must rank their projects if more than one application is submitted. The ranking of projects is one of the line items in the application forms.



## CONGESTION MITIGATION & AIR QUALITY (CMAQ) PROGRAM

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

### PROJECT ELIGIBILITY

Each CMAQ project must meet three basic criteria: ***must be a transportation project, generate an emissions reduction, and located in or benefit a nonattainment or maintenance area.*** CMAQ projects may be located on any public road with no restriction to functional classification (such as with the STBG program where road improvements are restricted to federal-aid roads only). CMAQ funds cannot be used to remove and/or replace existing pavement on or off the federal-aid system. CMAQ funds can be used for activities listed below. For additional information on eligible projects, see Exhibit 1 on the next page that was obtained from: [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm)

- **Capital Investment:** New or expanded transportation projects or programs that reduce emissions including capital investments in transportation infrastructure, congestion relief efforts, vehicle acquisitions, diesel engine retrofits, or other capital projects.
- **Operating Assistance:** For new transit services. Operating assistance includes all costs of providing new transportation services for up to five years.

### EMISSIONS ANALYSIS & COST-EFFECTIVENESS OF PROJECTS

Federal guidelines require that CMAQ funding proposals include an assessment of the project's expected emission reduction benefits and cost-effectiveness. The analysis is required for all CMAQ projects and must be included in application submittals. Applicants are required to use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>

## EXHIBIT 1: ELIGIBLE PROJECTS AND PROGRAMS

**1. Diesel Engine Retrofits & Other Advanced Truck Technologies:** These efforts are defined as vehicle replacement, repowering (replacing an engine with a cleaner diesel engine, alternative fuels, etc.), rebuilding an engine, or other technologies determined by the EPA as appropriate for reducing emissions from 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 expanded the prior focus created by the SAFETEA-LU. Specifically, for PM<sub>2.5</sub> 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<sub>2.5</sub> priority set-aside and emphasized again in the closely related section on construction vehicles and equipment. More than 13 million diesel engines make up the legacy fleet operating in the U.S. The vast majority of these power on-road heavy-duty and medium-duty trucks, locomotives, and off-road construction equipment—all of which may be eligible for CMAQ funding. There are a number of specific project types in the diesel retrofit area for which CMAQ funds are eligible. Assuming all other CMAQ criteria are met, eligible projects could include diesel engine or full vehicle replacement; full engine rebuilding and reconditioning; and purchase and installation of after-treatment hardware, including particulate matter traps and oxidation catalysts, and other technologies; and support for heavy-duty vehicle retirement programs. Project agreements involving replacements for either engines or full vehicles should include a provision for disposal or destruction of the engine block, verification that the engine is no longer contributing emissions in the nonattainment or maintenance area, or for other processes at the State's discretion that track the retirement of the vehicle or engine in accordance with the State's or sub-grantee's program. MAP-21 provided one change to the approach in establishing eligibility for emissions control equipment. After-treatment and other on-board control devices are restricted to those EPA or the California Air Resources Board (CARB) verified and/or technologies as defined in section 791 of the Energy Policy Act of 2005 (42 U.S.C. 16131). Eligible acquisitions or retrofits would be for those capital items used for highway construction projects in PM<sub>2.5</sub> nonattainment or maintenance areas. Equipment or vehicles used predominantly in a maintenance role would not qualify. These would include loaders or backhoes in yard or depot work, tractors assigned to mowing or other median maintenance, impactors or rollers involved in routine work, such as pothole repair, and others. The CMAQ funds may be used to purchase and install emission control equipment on school buses. (Such projects, generally, should be administered by FHWA; see Transit Improvements, below). In addition, although CMAQ funds should not be used for the initial purchase of conventionally fueled airport parking lot shuttles, funds may be used for purchase and installation of after treatment hardware or repowering (with a hybrid drive train, for example). Refueling is not

eligible as a stand-alone project but is eligible if it is required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of non-road engines. In addition to equipment and technology, outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options are eligible investments. These projects could include the actual education and outreach program, construction or acquisition of appropriate classroom buildings, and other efforts to promote the use of retrofit technologies. Non-road mobile source projects also are eligible for CMAQ funding. Most notably, a considerable amount of CMAQ support has been directed to locomotive retrofit and the acquisition of clean locomotives, such as railyard switchers and shunters that fit the generator-set criterion (See Freight and Intermodal, Section VII. F.4). The FHWA acknowledges that diesel retrofit projects may include non-road mobile source endeavors, which traditionally have been outside the Federal-aid process. However, the MAP-21 clarifies CMAQ eligibility for non-road diesel retrofit projects. Areas that fund these projects are not required to take credit for the projects in the transportation conformity process. For areas that want to take credit, the EPA developed guidance for estimating diesel retrofit emission reductions and for applying the credit in the SIP and transportation conformity processes.

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

**3. Congestion Reduction & Traffic Flow Improvements:** Traffic flow improvements may include the following:

- a. **Traditional Improvements:** Traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn lanes or other managed lanes, are eligible for CMAQ funding provided they demonstrate net emissions benefits through congestion relief.
- b. **Intelligent Transportation Systems:** ITS projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems, can be effective in relieving traffic congestion, enhancing transit bus performance, and improving air quality. The following have the greatest potential for improving air quality:

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

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

c. **Value/Congestion Pricing:** Congestion pricing is a market-based mechanism that allows tolls to rise and fall depending on available capacity and demand. Tolls can be charged electronically, thereby eliminating the need for full stops at tollbooths. In addition to the benefits associated with reducing congestion, revenue is generated that can be used to pay for a wide range of transportation improvements, including Title 23-eligible transit services in the newly tolled corridor. Parking pricing can include time-of-day parking charges that reflect congested conditions. These strategies should be designed to influence trip-making behavior and may include charges for using a parking facility at peak periods, or a range of employer-based parking cash-out policies that provide financial incentives to avoid parking or driving alone. Parking pricing integrated with other pricing strategies is encouraged. Pricing encompasses a variety of market-based approaches such as:

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

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

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

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

- i. Programs for improved public transit;
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV;

- iii. Employer-based transportation management plans, including incentives;
- iv. Trip-reduction ordinances;
- v. Traffic flow improvement programs that reduce emissions;
- vi. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services;
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- xi. Programs to control extended idling of vehicles;
- xii. Reducing emissions from extreme cold-start conditions;
- xiii. Employer-sponsored programs to permit flexible work schedules;
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; and
- xv. Programs for new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.

**6. Transit Improvements:** Many transit projects are eligible for CMAQ funds. The general guideline for determining eligibility is whether the project increases transit capacity and would likely result in an increase in transit ridership and a potential reduction in congestion. As with other types of CMAQ projects, there should be a quantified estimate of the project's emissions benefits accompanying the proposal. The FTA administers most transit projects. For such projects, after the FTA determines a project eligible, CMAQ funds will be transferred, or "flexed," from the FHWA to the FTA, and the project will be administered according to the appropriate FTA program requirements. Certain types of eligible transit projects for which FTA lacks statutory authority, such as diesel retrofit equipment for public school bus fleets, may be the responsibility of the State or other eligible project sponsor and are administered by FHWA.

a. **Facilities:** New transit facilities (e.g., lines, stations, terminals, transfer facilities) are eligible if they are associated with new or enhanced public transit, passenger rail, or other similar services. Routine maintenance or rehabilitation of existing facilities is not eligible, as it does not reduce emissions. However, rehabilitation of a facility may be eligible if the vast majority of the project involves physical improvements that will increase transit service capacity. In such cases there should be supporting documentation

showing an expected increase in transit ridership that is more than minimal. If the vast majority of the project involves capacity enhancements, other elements involving refurbishment and replacement-in-kind also are eligible.

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

c. **Fuel:** Fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service under the CMAQ program. This includes fuels and fuel additives considered diesel retrofit technologies by the EPA or CARB. Purchase of alternative fuels is authorized in some States based on the continuation of a series of exemptions for uses expressly eligible for CMAQ funding under SAFETEA-LU section 1808(k) and certain provisions in subsequent appropriations acts. The maximum allowable assistance level and time limitation described in Section VII.A.2. will apply.

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

- a. Operating assistance is limited to start up operating costs for new transportation services or the incremental costs of expanding such services, including transit, commuter and intercity passenger rail services, intermodal facilities, and travel demand management strategies, including traffic operation centers.
- b. In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds

for operating assistance, as these projects no longer represent additional, net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the States. Since facility maintenance is akin to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or even perpetual support.

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

Table 3 - Example Allocations of CMAQ Funds for Operating Assistance

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

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

- f. Section 125 of the 2014 Appropriations Act included changes to the Operating Assistance Section of the CMAQ program (23 USC 149(m)). The changes added new language that specifically prohibits the imposition of a time limitation for operating assistance eligibility on a system "for which CMAQ funding was made available, obligated or expended in fiscal year 2012." The phrase "made available" applies to projects designated for CMAQ operating assistance in statute, or to any commitment by the party that by law selects projects for operating assistance funding so long as it occurred during FY2012. There must be official documentation demonstrating that there was a specific commitment in FY 2012 to provide CMAQ funding for operating assistance for a particular project or service. Such official documentation could include a TIP or STIP, or other State or MPO official records. The specific project or service for which the CMAQ funds are being sought for operating assistance without a time limitation must be clearly identified in this documentation. Transportation services expressly eligible for CMAQ funding under SAFETEA-LU sections 1808(g)-(k) and certain provisions in previous appropriations acts are eligible to use CMAQ funds for operating assistance without time limitations. Consistent with Section IX of the CMAQ Program Interim Guidance, States retain the discretion to decide whether or not to fund the operating assistance.
- g. Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

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

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

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips.
- Non-construction outreach related to safe bicycle use.
- Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (Limited to one full-time position per State).

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

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

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

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

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

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

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

a. Carpool/vanpool marketing covers existing, expanded, and new activities designed to increase the use of carpools and vanpools and includes purchase and use of computerized matching software and outreach to employers. Guaranteed ride home programs are also considered marketing tools. Marketing costs may be funded indefinitely.

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

The CMAQ funds should not be used to buy or lease vans that would directly compete with or impede private sector initiatives. States and MPOs should consult with the private sector prior to using CMAQ funds to purchase vans, and if private firms have definite plans to provide adequate vanpool service, CMAQ funds should not be used to supplant that service. In accordance with 23 U.S.C. 120(c)(1), carpooling and vanpooling activities may be supported with up to 100 percent Federal funding, under certain limitations.

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

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

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

**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.

## PROJECT 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<sub>10</sub> and PM<sub>2.5</sub>). The ICTC CMAQ program is designed to create a balanced program of transportation projects that improve air quality and the flow of traffic. Major emphasis is placed on projects that support alternative modes of transportation, reduce PM-10 emissions, and improve the flow of traffic. ICTC has developed the following project category funding targets aimed at developing a balanced CMAQ program.

### CMAQ PROJECT CATEGORY TARGETS

Project Category	Percentage	Funding Targets
Transit Improvements & Miscellaneous	15%	\$783,196
Traffic Flow Improvements	30%	\$1,566,391
Pedestrians & Bicycle Improvements	15%	\$783,196
PM-10 Reduction	40%	\$2,088,522
<b>Total</b>	<b>100%</b>	<b>\$5,221,306</b>

The amount of \$5,221,306 listed in the table above is the total three-year estimate of CMAQ funds available for programming in FFYs 2022-23, 2023-24, and 2024-25. The scoring criteria to rank CMAQ projects is presented in the table below.

### CMAQ PROJECT SCORING CRITERIA

Points	Criteria Description
(0 to 20 points)	<p><b>Congestion Relief</b> – Projects that reduce congestion or increase service capacity or reliability as follows:</p> <p><u><b>Transit Projects</b></u></p> <p><b>High Impact:</b> Projects that significantly reduce transit vehicle crowding or significantly increase service capacity or service reliability. Projects that are Transportation Control measures or reduce travel time; bus interconnect or fare coordination projects; bus turnouts at major intersections; and intermodal facilities that accommodate major transfers.</p> <p><b>Medium Impact:</b> Projects that moderately reduce transit vehicle crowding or moderately increase service capacity or service reliability; interconnect/fare coordination projects with moderate impact; general bus turnouts; and intermodal facilities that accommodate some transfers.</p> <p><b>Low Impact:</b> Projects that increase passenger comfort or convenience; bike racks.</p>

	<p><b><u>Road Projects</u></b></p> <p><b>High Impact:</b> Projects that are Transportation Control Measures; signal coordination projects with multiple signals (&gt;3); traffic operation system projects; gap closures; traffic flow improvements; and Intersection improvements including left turn packets.</p> <p><b>Medium Impact:</b> Signal coordination projects (2-3 signals); and park and ride lots.</p> <p><b>Low Impact:</b> New signals where none currently exist and where warranted by volume or delay; ramp metering with HOV bypass when demonstrated not to adversely affect surface streets.</p> <p><b><u>Bicycle &amp; Pedestrian Projects</u></b></p> <p><b>High Impact:</b> Projects that are Transportation Control Measures; facilities that will primarily serve commuters and/or school sites; and new sidewalks where none exist.</p> <p><b>Medium Impact:</b> Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.</p> <p><b>Low Impact:</b> Bicycle and pedestrian facilities for recreation and commuters; sidewalk upgrades; signage.</p>
(0 to 20 points)	<p><b>Emissions Reduction</b> – Projects will be evaluated on a relative basis (i.e., how projects compare to each other) based on total emissions (ROG+NOx+PM10+CO) reduced in pounds per year. Applicants are required to use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions. The Tool is available at:  <a href="https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program">https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program</a>.</p> <p>The results of the analysis must be attached to the application.</p>
(0 to 20 points)	<p><b>Cost-Effectiveness</b> – Projects will be evaluated on a relative basis (i.e., how projects compare to each other) based on <i>CMAQ dollars per pound of total emissions (ROG+NO+PM10) reduced</i> as calculated by the CARB Cost-Effectiveness Analysis Tool. Projects with lower CMAQ dollars/lbs. are more cost-effective than projects with higher CMAQ dollars/lbs. Note that CO is not included in the calculation to determine cost-effectiveness.</p>
(0 to 20 points)	<p><b>Project Readiness / Ability to Deliver</b> – Project milestone dates are fully identified in the application for all project phases including Preliminary Engineering (PA&amp;ED and PS&amp;E) ROW acquisition and Construction as appropriate for the project. Project schedules will be used to help determine project readiness. A description of proposed activities to ensure and/or accelerate completion of the project as proposed in the schedules should be provided.</p>



(0 to 20 points)	<b>Factors of Overriding Concern</b> – The Evaluation Committee may use this category to consider factors of overriding concern including but not limited to projects of regional significance, timely use of funds, project delivery requirements, leveraging additional funding sources, etc.
100 points total	

The CMAQ Project Application form is provided on the next page.



## CMAQ PROJECT APPLICATION FORM

Agency:

Project Title:

Application Prepared by:

Project Priority (if agency submits more than one project i.e. 1 of 2): \_\_\_ of \_\_\_

Select the project category from the drop-down box below titled “Choose an item”

Project Category

**Air Quality Screening Criteria Code:** Select the applicable Air Quality Screening Code(s) for the project from the list provided in Attachment 2.

Enter the amount of CMAQ Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase “Preliminary Engineering (PE)”; Construction Engineering should be included with Construction if applicable; For bus purchases, add funding in Construction).

	Project Phase	CMAQ Amount Requested	FFY
PE	PA&ED		
	PS&E		
	ROW		
	CON		
	Total		

1. Provide a detailed description of the project including Purpose and Need and Scope of Work. For Transit bus or vehicle purchases indicate whether vehicles are replacements or for new or expanded service (include fuel type of the new vehicles and buses to be replaced, as applicable).



2. Describe the location of the project including route number, post miles, street name(s), project limits, and project segment length, as applicable. Attach photos, maps, and diagrams of the project area or facility as appropriate. For traffic signal projects, attach Warrant Study calculations including level of service and traffic volumes on each leg.

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3. Provide the Accident Rate for project road segments or intersections associated with the project, as applicable. For Highway/Road segments use Accidents/Million Vehicle Miles (MVM) and three years of data; for Intersections use Accidents/Million Vehicle (MV) entering the intersection and five years of data; and for Ramps use Accidents/Million Vehicle (MV) traversing the ramps and 5 years of data.

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4. *Bicycle, Pedestrian, Transit, Signal and Road Projects:* Provide Average Daily Traffic volume(s) on all roads associated with the project.

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5. Use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>. Attach a copy of the analysis to the application.

- a. Enter the amount of emissions reduced for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, CO (when applicable) and total emissions in pounds per year in the table below. Attach a copy of the analysis to the application.

**EMISSIONS REDUCED (POUNDS/YEAR)**

ROG	NO <sub>x</sub>	PM <sub>2.5</sub>	CO	Total



- b. Enter the CMAQ cost-effectiveness (dollars per pound) calculated by the CMAQ Cost-Effectiveness Analysis tool.

6. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation; For bus purchases, add dollars in construction; the minimum Local Match is 11.47%).

**Project Budget**

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			CMAQ	enter source #2	enter source #3	enter source #4	
PE	Environmental (PA&ED)						
	Design (PS&E)						
	Right-of-Way						
	Construction						
	<b>Total</b>						

**Project Budget Comments:**



7. Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled “Choose an item” (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The “Begin Environmental (PA&ED) phase” date represents the obligation date for PE; for purchase projects, add dates in Construction phase).

Project Milestone			Date
Begin Environmental (PA&ED) Phase	Document Type	Choose an item.	
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Prepared By \_\_\_\_\_  
Authorized Signature (as authorized in the Resolution)

Date:



## SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

The Surface Transportation Block Grant (STBG) Program is a federal-aid transportation program authorized under the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) signed by the President on December 4, 2015 for transportation improvement projects. The FAST Act changed the name of the program from "Surface Transportation Program (STP)" to STBG. The purpose of the program is to provide flexibility in local transportation decisions and eligibility to address transportation needs.

### ELIGIBILITY: LOCATION OF PROJECTS

STBG funded projects must be located on roads functionally classified as Urban Minor Collector or higher (Major Collector, Minor Arterial, Other Principal Arterial, Other Freeway or Expressway, and Interstate). Roads classified as Local Road or Rural Minor Collector are not eligible for STBG funds with a few exceptions as described in item 1.a of Exhibit 1: *Eligible Projects and Activities* on the next page.

California Road Systems (CRS) functional classification maps are available at <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

### ELIGIBILITY: PROJECT TYPE

A wide variety of transportation improvements are eligible under the STBG Program including:

- Road construction, reconstruction, rehabilitation and resurfacing
- Bicycle and pedestrian facilities including recreational trails
- Road and transit safety projects including railroad/highway grade separation
- Capital and operating cost for traffic management systems
- Intelligent Transportation Systems
- Environmental mitigation
- Planning programs

A more detailed description of eligible projects and activities is provided in Exhibit 2 on the next page. The information was obtained from the Federal Highway Administration (FHWA) website available at <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

## EXHIBIT 2: ELIGIBLE PROJECTS AND ACTIVITIES

### 1. ELIGIBILITY

- a. Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

- (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
- (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
- (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
- (4) As approved by the Secretary.

- b. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):

- (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:

i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;

ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);

iii. transit capital projects eligible under chapter 53 of title 49, United States Code;

iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;

v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and

vi. Border infrastructure projects eligible under Section 1303 of SAFETEA- LU (23 U.S.C. 101 note).

(2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).

(3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).

(4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.

(5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).

(6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).

(7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

(8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.

(9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

(10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

(14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

(15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

i. Replacement of bridges with fill material;

ii. Training of bridge and tunnel inspectors;

iii. 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;

- iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
  
- v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
  
- vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
  
- vii. [Transportation alternatives](#) previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
  
- viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
  
- ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
  
- x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
  
- xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);
  
- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
  
- xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
  
- xiv. 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;
  
- xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and
  
- xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

## PROJECT SCORING CRITERIA

The criteria for scoring STBG projects are summarized in the table below. The criteria and points remain unchanged from the 2018 STBG Guidelines.

### **STBG PROJECT SCORING CRITERIA**

Criteria	Criteria Description
<b>Community Benefit</b> (0 to 30 points)	Project generates social benefits such as increased safety, employment, reduces vehicle emissions, improves connectivity between communities, improves aesthetics, etc.
<b>Project Readiness</b> (0 to 40 points)	Project milestone dates are fully identified in the application for all project phases including Preliminary Engineering (PA&ED and PS&E) ROW acquisition and Construction as appropriate for the project. Project schedules will be used to help determine project readiness.
<b>Regional Significance</b> (0 to 20 points)	Project is consistent with adopted local and regional planning documents such as the 20-year Local Transportation Plan, the Regional Transportation Plan, etc.
<b>Continuity</b> (0 to 10 points)	Project provides continuity of transportation infrastructure between jurisdictions. Project received funds for earlier project phase(s).
100 points total	

## PROJECT APPLICATION FORM

The 2022 Call for Projects application form for STBG projects is provided on the next page. The application instructions are included in the application form.



## STBG PROJECT APPLICATION FORM

Agency:

Project Title:

Prepared by:

Project Priority (if agency submits more than one project i.e. 1 of 2): \_\_\_\_ of \_\_\_\_

Enter the amount of STBG Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)"; Construction Engineering should be included with Construction if applicable).

	Project Phase	STBG Amount Requested	FFY
PE	PA&ED		
	PS&E		
	ROW		
	CON		
	Total		

### Baseline Screening Criteria

Check if true:

- ☐ California Road Systems (CRS) Map that identifies the project location is attached to the application.
- ☐ City Council or County Board of Supervisors Resolution is attached to the application.

Resolution approved on \_\_\_\_\_

#### Resolution indicates:

- ☐ Opportunity for public comment was provided at Council/Board meeting.
- ☐ Identification of specific local match amount, and, source or type of any other funds used to leverage the project.
- ☐ Compliance with the circulation element of the agency's general plan.
- ☐ Confirmation that a pavement management plan is in place for rehab projects.

Comments:

## **SECTION 1: GENERAL INFORMATION (ZERO POINTS)**

- a. Describe the project and the transportation issue or problem the project will improve

- b. Describe the location of the project including project limits

- c. Describe the project scope and how the project will improve the transportation issue or problem

- d. What is the functional classification of the road?

- e. Does the project expand capacity?

- f. What is the condition of the existing facility (if applicable)?

- g. Describe the consequences, if any, of not completing the project.



- h. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation).

**Project Budget**

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			STBG	enter source #2	enter source #3	enter source #4	
PE	Environmental (PA&ED)						
	Design (PS&E)						
	Right-of-Way						
	Construction						
	<b>Total</b>						

**Project Budget Comments:**

**SECTION 2: COMPETITIVE QUESTIONS (100 POINTS MAX.)**

**1. Community Benefits** (30 points max.)

Describe the benefits that would be generated by the project for the community including but not limited to improving safety, increasing employment, reducing emissions, improving connectivity between communities, improving aesthetics, etc. Provide supporting documentation as an attachment.

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

Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled “Choose an item” (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The “Begin Environmental (PA&ED) phase” date represents the obligation date for PE).

Project Milestone			Date
Begin Environmental (PA&ED) Phase	Document Type	Choose an item.	
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

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

Describe the regional significance of the project as identified in approved public documents including but not limited to adopted planning documents such as the 20 Year Local Transportation Plan and the Regional Transportation Plan, traffic analysis reports, and project study reports. Attach supporting documentation.

**4. Continuity** (10 points max.)

Explain if the project has received STP/STBG funds (or other ICTC programmed funds) in previous years for earlier project phases, and why the project should receive continued support. Also explain if the project would provide continuity of transportation infrastructure or service between jurisdictions. Attach supporting documentation.



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Prepared By \_\_\_\_\_  
Authorized Signature (as authorized in the Resolution)

Date:



## ATTACHMENT 1: SAMPLE RESOLUTION

**BEFORE THE  
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)  
RESOLUTION NO. 2021-\_\_**

In the Matter of:

ICTC RESOLUTION SUPPORTING  
(SURFACE TRANSPORTATION BLOCK GRANT (STBG) / CONGESTION MITIGATION AND AIR QUALITY (CMAQ))  
FUNDING, PROJECT MILESTONE DATES, AND TIMELY USE OF FUNDS.

WHEREAS, the (City/County/District) is eligible to apply for and receive Federal and State transportation funds including (STBG/CMAQ) funds; and

WHEREAS, AB 1012 requires that state and federal funds be expended in a timely manner; and

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

WHEREAS, it is understood by the (City/County/District) that failure for not meeting project milestone 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/District) hereby agrees to ensure that all project milestone schedules 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 milestone schedules may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate funding and reprogram the funds as deemed necessary.

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board/District) on \_\_\_\_\_, 2021.

AYES:

NOES:

ABSTAIN:

ABSENT

ATTEST:

Signed: \_\_\_\_\_

Mayor, City of (-----)

Chair, Board of (-----)

Chair, (-----) Board

I hereby certify that the foregoing is a true copy of a resolution of the (Council/Board/District) duly adopted at a regular meeting thereof held on the \_\_\_\_\_ day of \_\_\_\_\_, 2022.

Signed: \_\_\_\_\_

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

## ATTACHMENT 2: CMAQ AIR QUALITY SCREENING CODES

<p><b>1.00 SAFETY PROGRAMS</b></p> <ul style="list-style-type: none"> <li>1.01 Railroad/Highway Crossing</li> <li>1.02 Hazard Elimination Program</li> <li>1.03 Safer non-Federal-aid system roads</li> <li>1.04 Shoulder improvements</li> <li>1.05 Increasing sight distance</li> <li>1.06 Safety Improvement Program</li> <li>1.07 Traffic control devices and operating assistance other than signalization projects</li> <li>1.08 Railroad/highway crossing warning devices</li> <li>1.09 Guardrail, median barriers, crash cushions</li> <li>1.10 Pavement resurfacing and/or rehabilitation</li> <li>1.11 Pavement marking demonstration</li> <li>1.12 Emergency Relief (23 U.S.C. 125)</li> <li>1.13 Fencing</li> <li>1.14 Skid treatments</li> <li>1.15 Safety roadside rest areas</li> <li>1.16 Adding medians</li> <li>1.17 Truck climbing lanes outside the urbanized area</li> <li>1.18 Lighting improvements</li> <li>1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)</li> <li>1.20 Emergency truck pullovers</li> </ul> <p><b>2.00 MASS TRANSIT</b></p> <ul style="list-style-type: none"> <li>2.01 Operating assistance to transit agencies</li> <li>2.02 Purchase of support vehicles</li> <li>2.03 Rehabilitation of transit vehicles</li> <li>2.04 Purchase of office, shop and operating equipment for existing facilities</li> <li>2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)</li> <li>2.06 Construction or renovation of power, signal, and communications systems</li> <li>2.07 Construction of small passenger shelters and information kiosks</li> <li>2.08 Reconstruction or renovation of transit buildings and structures</li> <li>2.09 Rehabilitation or reconstruction of track structures, track, and track-bed in existing right-of-way</li> <li>2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet</li> <li>2.11 Construction of new bus, rail storage/maintenance facilities categorically excluded (23 CFR 771)</li> </ul>	<p><b>3.00 AIR QUALITY</b></p> <ul style="list-style-type: none"> <li>3.01 Continuation of ridesharing and van-pooling promotion activities at current levels</li> <li>3.02 Bicycle and pedestrian facilities</li> </ul> <p><b>4.00 LANDSCAPING/SIGNS</b></p> <ul style="list-style-type: none"> <li>4.01 Specific activities that do not involve or lead directly to construction</li> <li>4.05 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action</li> <li>4.06 Noise attenuation</li> <li>4.07 Emergency or hardship advance land acquisitions [23 CFR 712.204(d)].</li> <li>4.08 Acquisition of scenic easements</li> <li>4.09 Plantings, landscape, etc.</li> <li>4.10 Sign removal</li> <li>4.11 Directional and informational signs</li> <li>4.12 Transportation enhancement activities (except rehabilitation and operation of historic buildings, structures, or facilities).</li> <li>4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase.</li> </ul> <p><b>5.00 OTHER</b></p> <ul style="list-style-type: none"> <li>5.01 Intersection channelization projects</li> <li>5.02 Intersection signalization projects at individual intersections</li> <li>5.03 Changes in vertical and horizontal alignment</li> <li>5.04 Interchange reconfiguration projects</li> <li>5.05 Truck size and weight inspection stations</li> <li>5.06 Bus terminals and transfer points</li> <li>5.07 Traffic signal synchronization</li> </ul>
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## ATTACHMENT 3: CMAQ APPLICATION EXAMPLE



### CMAQ PROJECT APPLICATION FORM

Agency:

Project Title:

Project Priority (if agency submits more than one project i.e. 1 of 2): 1 of 1

Select the project category from the drop-down box below titled "Choose an item"

Project Category

Air Quality Screening Criteria Code: Select the applicable Air Quality Screening Code(s) for the project from the list provided in Attachment 2.

Enter the amount of CMAQ Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)"; Construction Engineering should be included with Construction if applicable; For bus purchases, add funding in Construction).

	Project Phase	CMAQ Amount Requested	FFY
PE	PA&ED	\$0	
	PS&E	\$0	
	ROW	\$0	
	CON	\$70,824	2021/22
	Total	\$70,824	

1. Provide a detailed description of the project including Purpose and Need and Scope of Work. For Transit bus or vehicle purchases indicate whether vehicles are replacements or for new or expanded service (include fuel type of the new vehicles and buses to be replaced, as applicable).

The project will construct Class 2 bicycle lanes on ABC Avenue between 1<sup>st</sup> and Main Street. The project includes Class 2 bike lane stripping along both sides of ABC Avenue and signage. The purpose and need of the project are to complete a critical link in the City bike system to provide residents with bicycle access to education, employment, shopping and transit. PS&E is scheduled to be completed in May 2021. Preliminary road plans and profile drawings are attached.



2. Describe the location of the project including route number, post miles, street name(s), project limits, and project segment length, as applicable. Attach photos, maps, and diagrams of the project area or facility as appropriate. For traffic signal projects, attach Warrant Study calculations including level of service and traffic volumes on each leg.

The project is located near the Civic Center on ABC Avenue beginning at Main Street (crosses 3<sup>rd</sup> and 2<sup>nd</sup> streets) and ending at 1<sup>st</sup> Street. See attached map. The project segment is 1.13 miles long and would provide 2.26 new bike lane miles. ABC Avenue is four-lane undivided arterial within the project limits. There are existing Class 2 bike lanes west and east of the project segment. Within one-quarter mile of the project, there is a college, a shopping center, a transit hub, and an office building. No additional ROW is required as the project would be constructed within the existing roadway facility. Photos of the project area are attached. The City's population is 128,000.

3. Provide the Accident Rate for project road segments or intersections associated with the project, as applicable. For Highway/Road segments use Accidents/Million Vehicle Miles (MVM) and three years of data; for Intersections use Accidents/Million Vehicle (MV) entering the intersection and five years of data; and for Ramps use Accidents/Million Vehicle (MV) traversing the ramps and 5 years of data.

The accident rate for the project segment is 1.67 which is equivalent to the statewide average for a similar facility. The accident rate is based on three-years of accident data beginning January 1, 2017 and ending December 31, 2019 from the City's accident database. Attached is backup documentation.

4. *Bicycle, Pedestrian, Transit, Signal and Road Projects:* Provide Average Daily Traffic volume(s) on all roads associated with the project.

The average daily traffic volume on ABC Avenue between Main Street and 1<sup>st</sup> Street is 20,000.

5. Use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>. Attach a copy of the analysis to the application.

- a. Enter the amount of emissions reduced for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, CO (when applicable) and total emissions in pounds per year in the table below. Attach a copy of the analysis to the application.

EMISSIONS REDUCED (POUNDS/YEAR)				
ROG	NO <sub>x</sub>	PM <sub>2.5</sub>	CO	Total
14	8	3	na	26

- b. Enter the CMAQ cost-effectiveness (dollars per pound) calculated by the CMAQ Cost-Effectiveness Analysis tool.

\$230.22



6. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation; For bus purchases, add dollars in construction; the minimum Local Match is 11.47%).

**Project Budget**

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			CMAQ	LTF	enter source #3	enter source #4	
PE	Environmental (PA&ED)	\$10,000	\$0	\$10,000			2019/20
	Design (PS&E)	\$25,000	\$0	\$25,000			
	Right-of-Way	\$0	\$0	\$0			2021/22
	Construction	\$80,000	\$70,824	\$9,176			
	<b>Total</b>	<b>\$115,000</b>	<b>\$70,824</b>	<b>\$44,176</b>			

**Project Budget Comments:** PE funds were obligated in FFY 2019/20. Local match funds of \$9,176 for construction has been secured. The amount of \$70,824 requested for construction has not been secured. A preliminary Engineer's Estimate detail is attached.

7. Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled "Choose an item" (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The "Begin Environmental (PA&ED) phase" date represents the obligation date for PE; for purchase projects, add dates in Construction phase).

Project Milestone	Document Type	Date
Begin Environmental (PA&ED) Phase	CE/CE	11/01/19
End Environmental Phase (PA&ED Milestone)		06/15/20
Begin Design (PS&E) Phase		10/01/20
End Design Phase (Ready to List for Advertisement Milestone)		05/15/21
Begin Right of Way Phase		01/15/21
End Right of Way Phase (Right of Way Certification Milestone)		05/15/21
Begin Construction Phase (Contract Award Milestone)		12/01/21
End Construction Phase (Construction Contract Acceptance Milestone)		07/01/22
Begin Closeout Phase		08/01/22
End Closeout Phase (Closeout Report)		02/01/23



## BICYCLE FACILITIES

**County:** Imperial

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description:** ABC Avenue Class 2 Bikeway Facility

**Project Scope:** Class 2 bike lanes on both sides of ABC Avenue between 1st and Main Street. Facility length is 1.13 miles.

**Project Sponsor:** City of ABC

**Private Agency:** No

**CMAQ Funding:** \$70,824      **Annual Auto Trips Reduced:** 16,000

**Local Match:** \$9,176      **Annual Auto VMT Reduced:** 28,800

**Capital Recovery Factor:** 0.08

**Project Analysis Period:** 15 years

**Days (D):** 200 days of use/year

**Average Daily Traffic (ADT):** 20,000 trips per day

**Adjustment (A) on ADT:** 0.0020

**Credit (C) for**

**Activity Centers near project:** 0.0020

**EMISSION**

**FACTORS:**

**Auto Trip End Factor**

**Auto VMT Factor**

**ROG :** 0.241 *grams per trip*      0.087 *grams per mile*

**NOx :** 0.103      0.074

**PM2.5 :** 0.002      0.053

**EMISSION**

**REDUCTIONS:**

**Pounds per Year**

**Kilograms per Day**

**ROG:** 14      0

**NOx:** 8      0

**PM2.5:** 3      0

**Total:** 26      0

**COST-EFFECTIVENESS OF:**

**CMAQ Funds:** \$230.22 per pound      \$460,448 per ton

**All Funding Sources:** \$260.05 per pound      \$520,104 per ton