

Introduction

What Is the Congestion Mitigation and Air Quality Improvement Program?

The Congestion Mitigation and Air Quality (CMAQ) Program was created under the Intermodal Surface Transportation Efficiency Act of 1991, continued under the Transportation Equity Act for the 21st Century, and reauthorized by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. CMAQ funds have been allocated to the Counties of Tioga and Wyoming in the Northern Tier Rural Planning area for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from mobile sources.

The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

The Fiscal Year (FY) 2015 TIP for Pennsylvania (FY 2015–2018) set aside funding for a regional Competitive CMAQ Program to identify eligible projects to be advanced in the coming years. The TIP is a list of all projects for which federal, state, or local funds are anticipated; it represents the transportation improvement priorities of the region and is required by federal law.

Under the NTRPC Competitive CMAQ Program, candidate projects will be submitted to the Northern Tier Regional Transportation Advisory Committee (RTAC) and reviewed by an oversight committee for initial eligibility and general merits. The CMAQ Subcommittee consists of representatives from RTAC member governments and agencies as well as representatives of interests such as business and freight, transit, and the general public. Projects that withstand this screening process will then be subjected to an air quality emissions analysis. To remain eligible according to federal guidelines, individual projects must result in a reduction in emissions using standardized tests.

Based on their emissions reduction potential, as well as other criteria (described in this document), candidate projects will be evaluated, selected, and approved for funding by the RTAC Board, and advanced to the Pennsylvania Departments of Transportation (PennDOT) for inclusion in the state TIPs. The NTRPC Competitive CMAQ Program creates a cooperative arrangement between the Federal Highway Administration (FHWA), PennDOT, RTAC, and project sponsors. As such, there are a number of procedures, stipulations, and limitations associated with the use of CMAQ funds. The following sections of this document explain what a prospective applicant must know about the program, how to apply for funds, and what regulations recipients must follow to generate a successful project.

Applying for CMAQ Funds

How Much Funding Is Available?

The funding availability at this current moment is as follows:

County	FFY 2015	FFY 2016	FFY 2017	FFY 2018
Tioga	\$270K	\$270K	\$270K	\$270K
Wyoming	\$182K	\$182K	\$182K	\$182K

** Funding Amounts and Availability is subject to change with each TIP update cycle.

Who Is Eligible to Apply for Funds?

Any public agency or incorporated private firm or non-profit entity may apply to RTAC for CMAQ funds for their project. However, there are certain restrictions that must be addressed if a private firm or non-profit entity is involved. Private firms and non-profits must partner with a public agency sponsor (see “Can Public–Private Partnerships Apply?” section below). Individuals may not apply.

In all cases, the prospective applicant is required to contact the county and municipal government(s) in which the project will be implemented to inform them of the intent to apply and to coordinate the project effort. Project sponsors seeking to implement public transportation improvements, such as transit shuttle service, must contact the public transit agency that provides service in the proposed project area. (County, regional and state contacts are listed in Appendix A)

Can Public–Private Partnerships Apply?

CMAQ funds may be used for projects that are cooperatively implemented under agreements between public agencies and incorporated private firms or non-profit entities. The public agency partner is responsible for applying for the CMAQ funds through RTAC and overseeing and protecting the investment of the federal funds used in a public–private partnership project. Projects will not be eligible if they result in creating a competitive advantage of one private entity over another.

Federal law requires that a legal, written agreement be in place between the public agency and private or non-profit entity before implementing any CMAQ funded project. These agreements should clearly specify the purpose of CMAQ funding; the roles and responsibilities of the participating agencies; cost-sharing arrangements for capital investments and/or operating expenses; and how the disposition of land, facilities, and equipment will be affected should the original terms of the agreement be changed, such as by insolvency or a change in the ownership of the private entity. Though these agreements need not be finalized at the time the application is submitted, the application must include letters of intent between the parties indicating willingness to enter into such agreement if the project is selected.

What Are Eligible Costs and How Are Projects Funded?

All applicants should understand that the CMAQ Program is a reimbursement program for only those costs that are eligible under federal law. The sponsor does not receive grant funds up front to start the project; rather, the sponsor is reimbursed for costs incurred after receiving federal authorization of the project and a notice to proceed. Federal funding is generally based on an 80/20 percentage cost split; that is, federal funds may cover up to 80 percent of project costs and a non-federal local match would cover at least 20 percent. For projects submitted under the Competitive CMAQ Program, RTAC and the two states are offering some alternatives to this typical funding scenario.

Funding Requirements

CMAQ project funding requests that are 80 percent or less of the total project cost will be considered more favorably in the evaluation process.

RTAC expects that all applicants expend their own funds for all preconstruction (i.e., environmental clearance, engineering, design, utilities, right-of-way) or pre-acquisition (i.e., vehicle specifications, lease arrangements, etc.) activities. CMAQ funds can then be requested to fund the construction or acquisition phase. Applicants are advised that completed pre-construction or pre-acquisition activities may make the project more favorable in the evaluation process as a part of the “Project Readiness” Selection Criterion.

If the applicant of a construction or vehicle acquisition project feels they are not capable of directly funding all pre-construction or pre-acquisition activities, then a request may be made for partial CMAQ funding for any of these phases. The pre-construction or pre-acquisition phase(s) will be funded with no more than 80 percent federal CMAQ funds and no less than 20 percent local matching funds, as must the construction phase. (Example special request: engineering, 100 percent local; right-of-way, 80 percent CMAQ and 20 percent local; construction, 80 percent CMAQ and 20 percent local). Applicants are advised that incomplete pre-construction or pre-acquisition activities may make the project less favorable in the evaluation process as a part of the “Project Readiness” Selection Criterion.

For non-construction projects, or “soft” projects such as marketing, incentive plans, etc., applicants must request funding with no more than 80 percent federal CMAQ funds and no less than 20 percent local matching funds for all phases of the project.

Funding Authorization

Prior to initiating any project activities, the project must be approved by the RTAC for inclusion in Northern Tier’s TIP, a project reimbursement agreement must be executed between the sponsor and PennDOT, and federal project authorization must be received. PennDOT, and/or RTAC will provide assistance in securing these approvals. If the project sponsor decides to cancel the project or drop out of the program once the project has entered the design phase, the project sponsor will be required to pay

back all federal funds received as of that date and to make full payment of all outstanding invoices to engineers or contractors.

It is essential that accurate cost estimates be submitted as part of the application. If, after a project is underway, it is determined that costs exceed expectations, whether due to unforeseen circumstances or simply poor estimates, applicants should not expect additional funding from the program. Instead they will have to: (a) bear the additional costs themselves, (b) reduce the scope of the project (with prior approval from RTAC), or (c) break the project into sections and obtain other sources of funding for those unfunded sections. Project sponsors will be required to submit biannual progress reports, even during periods when progress includes state or local permit review or agreement processing. RTAC reserves the right to withdraw its authorization from any project for lack of progress.

Project Eligibility

What Types of Projects Are Eligible?

Every project that receives CMAQ funding must produce a reduction of harmful emissions related to transportation and must also be for the public good (i.e., not benefiting one private entity over another). Furthermore, all federal eligibility requirements for transportation projects must be met. The following link will direct you to FHWA Map-21 guidance (www.fhwa.dot.gov/map21).

In addition to these requirements, certain activities are explicitly identified as either eligible or ineligible for CMAQ funding. Listed below are the types of projects and activities that are eligible for CMAQ funding:

Eligible Activities

Transportation eligible activities;

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conduct of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.

- Some expanded authority to use funds for transit operations.

Workforce development, training, and education activities are also an eligible use of CMAQ funds.

Operating Assistance

Operating assistance is limited to new transit service, intermodal facilities, travel demand strategies, and the incremental cost of expanding existing transit services. Operating assistance is limited to three years of CMAQ funding. The programmatic intent of this funding limitation is to start up viable new transportation services that can demonstrate air quality benefits and eventually cover their costs. Other funding sources should supplement and ultimately replace CMAQ funds for operating assistance. There are exceptions to the three-year operating assistance limitations for certain public education, travel demand strategy, and carpool/vanpool projects. These exceptions are detailed in Section VII of the FHWA CMAQ Program Guidance.

What Types of Projects Are NOT Eligible?

As a general rule, highway or transit maintenance and reconstruction projects and the construction of Single Occupancy Vehicle capacity are not eligible activities. Also, measures that are statutorily mandated (e.g., phase-in of alternatively fueled fleets) may not be funded with CMAQ funds. RTAC, in consultation with FHWA and the Federal Transit Administration (FTA), will determine if any other activities are not eligible under the federal rules and guidelines on a case by case basis.

In addition, RTAC retains the prerogative to declare a class of projects not eligible as a matter of policy, if it is determined that such use would not be in the best interest of our region. RTAC can also deny funding to an otherwise eligible project if it is determined that such funding would give one private firm an undue competitive advantage over another—a federal regulation that must be observed.



Congestion Mitigation/Air Quality Funding Application (CMAQ)
Northern Tier Regional Planning Organization

****Please fill out the application entirely and as detailed as possible. Incomplete applications will not be considered for funding.***

Application Information:

Organization: _____

Contact Name: _____

Address: _____

County: _____

****Funding eligibility requires that the Project MUST be located in Tioga or Wyoming Counties***

Project Details

Specific Project Location: *(Please Provide: Lat/Long, State Route Numbers, Municipalities, etc.)*

Project Description/Narrative: *(Please be as detailed as possible including engineering plans if they are available, be sure to include how the project meets the CMAQ criteria which can be found here: [CMAQ Guidance](#))*

List All Sources of Matching Funds: *(List Funding Amount, Source and Status; Secured, Pending, etc.)*

Current Project Status: (Select One)

Study Phase _____ Preliminary Engineering _____ Final Design _____ Ready to Construct _____



CMAQ
Northern Tier Regional Planning Organization

Total Project Cost:

- Total Cost _____
- CMAQ Funding Requested _____
- Matching Funds Secured/Requested _____

***Applications will be scored on criteria found in the attached CMAQ Funding Guidelines Package**

Applications will be accepted from January 1st to March 1st of the funding year. An information gathering session will be scheduled after all applications have been received. This session will be used to go through the funding process with the applicants. The session will serve as a chance to further expand on the project and verify its eligibility under the funding criteria. Applications will be reviewed by Northern Tier RPO Staff, the Regional Transportation Advisory Committee (RTAC), PennDOT District and Central Offices.

Please Submit 3 Hard Copies of the application to:

Northern Tier RPO
Attn: CMAQ
312 Main Street
Towanda, PA 18848

For Questions or Concerns Please Contact:

Brian Baker
Regional Planning Program Manager
570-265-1540
Baker@northerntier.org

Project Selection

How Will Projects Be Selected?

NTIER will screen every application for completeness and basic eligibility. After it is determined that a proposed project meets the basic eligibility requirements outlined in the federal guidance, it will be further scrutinized according to a variety of criteria established by NTIER. Each eligible project will be evaluated based on its emissions reduction potential, as well as other factors such as: project readiness, sponsor capacity, ability to meet regional priorities, and degree to which the project implements the regional long-range plan or local comprehensive plan. The distribution of projects with regard to geographic location will also be considered, as will the desire to produce a balanced program of mixed project types. Following careful review and analysis, projects will be recommended to the

NTIER Board for selection. Board action will amend the project into the region's TIP and provide eligibility for federal funding.

Emissions Analysis

All projects that pass the initial screening for eligibility will be evaluated for their effect on air quality using a standardized set of analysis tools developed for the state DOTs. Evaluation results will enable the projects to be rated based on the following air quality and congestion mitigation factors:

- Change in emissions (volatile organic compounds [VOC], nitrogen oxides [NOx], fine particles [PM_{2.5}])
- Change in Vehicle Miles Traveled (VMT).

This analysis will be performed by NTIER staff based on information provided in the Emissions Analysis Forms that are required to be submitted with the project application. If an Emissions Analysis Form is not provided for the project type, the applicant must work with NTIER staff to provide adequate information about the project in order to determine its emissions impact. In addition to being a basic program requirement, the magnitude of emissions or VMT reductions from the project are also considered as part of the Project Selection Criteria.

Consistency with Long-Range Plan or Local Comprehensive Plan Goals

In order to promote good planning and to encourage implementation of the Long-Range Plan for the region as well as county and local comprehensive plans, submitted projects are required to be consistent with the goals of the plan, or the appropriate county or municipal comprehensive plan. Applicants are required to identify which plan goal(s) their project implements

Public Agency or Public Agency Sponsor

According to FHWA guidance, an eligible applicant must be a public agency or have a public agency sponsor the project.

Project Selection Criteria

In addition to the emissions analysis and pre-screening questions, projects will be evaluated using criteria that will help the selection committee choose projects that reflect programmatic and regional priorities and exhibit likelihood of timely and successful implementation. The primary Selection Criteria are described below. Additional considerations will be that the program will represent a balanced mix of project types and geographic representation. Projects will be scored using a basic formula that includes a "Weight" for each of the seven Selection Criteria and a "Score" indicating how well each project meets the Selection Criteria. A project's overall score will be determined by multiplying the "Weights" by the project's "Scores" for each criterion to produce a weighted score. The seven weighted scores are then summed to produce a total project score.

NTIER CMAQ Priority Project Types

The MAP 21 CMAQ guidance gives metropolitan planning organizations and states discretion to fund regional CMAQ investment priorities that are cost-effective congestion mitigation strategies providing air quality benefits as

well as other cost-effective emission reduction activities. Using the MAP 21 guidance, NTIER has selected eight cost-effective project types that reflect regional priorities for special consideration under this funding program. Projects that are CMAQ-funding eligible but are outside of these eight categories are still eligible for this competitive program and will still be considered for funding but will not receive points for this criterion. The eight CMAQ Investment Priority project categories are:

- Transit Improvements;
- Congestion Reduction and Traffic Flow Improvements;
- Freight and Intermodal Projects;
- Bicycle and Pedestrian Facilities and Programs;
- Alternative Fuels and Vehicles;
- Diesel Engine Retrofits and Advance Truck Technologies;
- Transportation Demand Management (TDM); and
- Idle Reduction Programs

Long-Term Viability of Emissions Benefit

The value of a project for helping the region meet and maintain the air quality standards depends on whether those benefits can be sustained over time. Some projects will continue to provide air quality or emissions reduction benefits into the future; other projects will have a defined lifespan that will decrease as technologies change or equipment needs to be replaced; and a third category of projects will provide air quality benefits only as long as the project is receiving funding. Projects that can demonstrate air quality benefits for greater than 10 years will receive a “high” ranking for this criterion; greater than five years will receive a “medium” ranking; and projects that cannot definitively demonstrate benefits beyond five years will receive a “low” score for this criterion. Applicants should explain, as specifically as possible, the long-term outlook and lifespan of the air quality benefits of the project.

Emissions/VMT Reduction

NTIER staff will analyze the emissions and VMT reductions of each submitted project. Inputs for the model will be provided by the applicant on the Emissions Analysis Forms. Applicants with projects that cannot be analyzed using AQONE, or do not have Emissions Analysis Forms provided with their application, will be required to provide sufficient information about the project so that emissions or VMT impacts can be determined. Emissions and VMT reductions will be scored based on the total reduction of VOC, NO_x and PM_{2.5} emissions expressed in kilograms per day (kg/day) or the reduction in VMT per day. Projects will receive the score for whichever measure (emissions or VMT) yields the highest score.

Project Readiness

Project readiness refers to the likelihood that a project will be implemented in a timely fashion. Projects that have preliminary work or preparation completed in advance of CMAQ funding, or that demonstrate that work can begin soon after the CMAQ award announcement, will be viewed favorably. Candidates with a high level of project readiness will have completed categorical exclusion documents and acquired right-of-way for construction projects, identified equipment specifications, and prepared bid documents for equipment replacements or technology projects. Projects that have good readiness will have matching funding sources secured and will have identified a clear process for implementation.

Applicants will demonstrate project readiness and feasibility of implementation by providing a realistic project timeline that includes specific implementation milestones. The project milestones are intended to identify the key steps in advancing the project toward funding approval and, ultimately, implementation.

They will be unique to each project depending on the project type, complexity, and coordination required. Steps taken to advance a project before funding is awarded should be detailed in the project narrative and the provided “Project Readiness” checklist.

Sponsor Capacity

Sponsor capacity refers to the project sponsor's ability and commitment to implement the project should CMAQ funding be awarded. Candidate projects should demonstrate that the sponsors have a clear commitment to implement, operate, and maintain the project, during and after the CMAQ funding period.

Successful candidates will show the institutional capacity to manage the project and obtain the necessary permits, bids, and contracts. Candidates with a history of implementing federally funded projects will be considered to have a high level of sponsor capacity. Project sponsors should convey capacity by describing their experience successfully managing grants for similar projects, clearly defining the roles and responsibilities of each of the project partners, and demonstrating that matching funds and other sources of project funds are secured.

Local Contribution

As federal sources of funding become more difficult to obtain, local contributions become more important to enhance a program's reach. A good candidate project will demonstrate local commitment to the project through innovative funding and a larger percentage of non-federal matching funds. The applicant should describe all preliminary work performed to prepare the project for implementation and quantify cash contributions and in-kind services dedicated to the project. The percentage of the total project cost represented by local contribution will be used to score the project for this criterion. A larger local contribution will result in a higher score for this criterion.

Projects Serving an Environmental Justice (EJ) Community

EJ communities suffer disproportionately from the health effects of air pollution. Projects that can demonstrate benefits to an EJ community or population susceptible to air pollution will receive consideration under this criterion.

[Is the Project Scalable?](#)

Project sponsors should indicate on the application if the submission is scalable in the event of partial funding availability for a project. If applicants want to be considered for partial or scaled-back funding, they should indicate on the application form which phases of the project they will implement or what their strategies are to scale back the project scope.

Managing the Project

[What Assistance Is Available from NTIER and PennDOT](#)

During the application and evaluation phase, NTIER will answer all questions concerning the eligibility of a project, in consultation with FHWA and FTA. NTIER staff will also answer questions on how to submit an application for the CMAQ Program. NTIER **will not** provide direct assistance to applicants with completing their applications. It is our intention to remain neutral and objective in our role as program coordinator. Once a project is selected, the development and implementation of the CMAQ project will be the primary responsibility of the project sponsor. Each project sponsor will establish the implementation schedule for their project; PennDOT, and NTIER staff will be available to answer questions or address concerns, but it will be up to the project sponsor to manage the project schedule. During the implementation phase, PennDOT and NTIER staff will provide technical assistance and guidance in the development of the CMAQ projects. In particular, state DOT project management staff can provide assistance to the project sponsor in following all appropriate federal and state regulations to ensure that project funding is not jeopardized.

[What Procedural and Regulatory Requirements Apply?](#)

There are a number of procedural and regulatory requirements that apply to the projects implemented under the CMAQ Program. Project sponsors may not be acquainted with PennDOT, FHWA, or FTA procedures. If necessary, it is expected that project sponsors will secure professional services (consulting engineers, architects, or equipment vendors) to assist them in satisfying these requirements and advancing their projects. PennDOT and NTIER staffs are also available to assist with the interpretation and application of these requirements.

Typical Procedural and Regulatory Requirements

- Initiation of Project;
- Reimbursement Agreement/Notice to Proceed;
- Environmental Clearance;
- Project Engineering;
- Standards and Guidelines;
- Right-of-Way Acquisition;
- Utility Clearance;
- Permits;
- Public Utility Commission Involvement;
- Bidding;
- Construction and Implementation;
- Maintenance; and
- Cancellation of a Project

Project Implementation Procedural and Regulatory Requirements

Initiation of Project

The sponsor must initiate their project within 60 days of notification of project selection. A project is considered to be initiated when the sponsor has contacted the Pennsylvania Department of Transportation (PennDOT).

Reimbursement Agreement

The federal highway program is a reimbursable program. It is very important that record keeping be in accordance with the "Federal Guidance for Third-Party Agreements." Only those costs specifically associated with the implementation of the project are to be charged to the project. When there is a third-party consultant or contractor performing the work, the administrative costs of the sponsor are not eligible.

The public entity must execute a standard reimbursement agreement with PennDOT prior to proceeding with any work on the project for which they seek to be reimbursed. If the project is selected, the project sponsor will work with PennDOT staff to draft and execute the agreement. **Any project costs incurred prior to the execution of a project reimbursement agreement will not be eligible for reimbursement.**

Environmental Clearance

All projects involving construction will require an environmental clearance document as part of the engineering phase of work. This document may be a Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement. The level of detail required will be determined by PennDOT based on the nature of the specific project. Normally, when the scope of the project is being determined, a decision will be made on the type of documentation required. It is the responsibility of the project sponsor to have the environmental document prepared.

Project Engineering

Projects must follow standard federal and state procedures for all phases of work. If project sponsors do not have a qualified professional on staff, they should acquire the services of a consultant to oversee the development and implementation of the project and ensure compliance with all state and federal requirements. The acquisition of consultant services must be in accordance with federal procedures. In the case of municipally sponsored projects, municipalities may choose to use their municipal engineers with PennDOT approval, or follow an approved consultant selection process. It is important to recognize that the design and/or construction engineers are employed by the project sponsor, not NTIER or PennDOT.

Standards and Guidelines

Standards are established to protect the health and safety of the public. All projects must be designed to meet federal and state standards. However, in some instances, traditional federal and state highway standards may not apply to a particular project. In such cases, sponsors should follow whatever guidance is available that applies to their project with federal and state concurrence. Examples include guidelines prepared by the Rails to Trails Conservancy, the American Association of State Highway and Transportation Officials, the Secretary of Interior's Standards for the Treatment of Historic Properties, and the Manual of Uniform Traffic Control Devices.

Right-of-Way Acquisition

All right-of-way acquisition must follow federal regulations and the Uniform Relocation Assistance Act. In particular, property owners must be advised that federal funding is being used to implement the project and they are entitled to fair market value for their property. In addition, if the sponsor does not have the authority to acquire property by eminent domain, the property owner must be so advised prior to any offer being made. This requirement does not preclude the voluntary donations of property to the project. Proof of ownership of the right-of-way will be required for all projects prior to advertising for construction bids.

Utility Clearance

All projects involving construction must have utility clearance prior to the advertisement for bids. This procedure requires that the sponsor certify that all necessary arrangements have been completed for the relocation of any affected utility. PennDOT personnel will provide assistance with this process.

Permits

It will be the responsibility of the project sponsor to secure all necessary permits to design and implement the project. These may involve Departments of Environmental Resources, the U.S. Army Corps of Engineers, local municipal permits, DOT highway occupancy permits, etc.

Public Utility Commission Involvement

Certain projects, such as rails to trails projects or those involving railroad crossings may require the involvement of the Public Utility Commission. It will be the responsibility of the project sponsor to contact the Public Utility Commission to secure the necessary actions by that agency.

Bidding

For projects that require a contractor to perform physical construction, the sponsor's professional engineer will assemble the contract proposal package. The Plans, Specifications, and Estimate (PS&E) package will be reviewed by the PennDOT District Office. Bidding will be managed by the project sponsor or the PennDOT District Office, as agreed upon at project inception, and must follow federal procurement procedures. Specification of proprietary or sole source items will not be permitted without the prior written approval of PennDOT.

Construction and Implementation

Project sponsors may proceed with the construction or implementation phase of the project upon receipt of written authorization to do so from PennDOT. This will ensure that all necessary approvals have been secured. Construction or implementation must be performed by an approved contractor. All material used in conjunction with the project must meet project specifications (including special provisions included in the PS&E).

Control, Use, and Maintenance

The project sponsor will be responsible for the continuing control, use, and maintenance of the project after completion of construction. No federal Congestion Mitigation and Air Quality Program funding will be provided for maintenance activities.

Cancellation of a Project

A project sponsor may, at any time in the project development process, decide to cancel the project and drop out of the program. The project sponsor will be responsible for the reimbursement of all federal funds received as of that date and for the payment of all outstanding invoices to engineers or contractors.

Appendix A:

Public Transit Agency Contacts:

Tioga County:

Kevin Kilpatrick, River Valley Transit, kkilpatrick@ridevt.com, 570-326-2500

Wyoming County:

Ronalyn Corbin, Susquehanna County Transit, swct@trehab.org, 570-278-6140

Appendix B
Northern Tier Regional Planning and Development Commission
Congestion Mitigation - Air Quality Funding - (CMAQ)
Project Selection Criteria and Weights

Criteria		Weight (out of 100)	Score (Out of 1)	Weighted Score (Weight x Score)	Best Possible Score**
A. CMAQ Project Types					28.00
1.	Alternative Fuels and Vehicles	28	1.000	28.00	
2.	Transit Improvements	28	0.875	24.50	
3.	Freight and Intermodal Projects	28	0.750	21.00	
4.	Congestion Reduction and Traffic Flow Improvements	28	0.625	17.50	
5.	Bicycle and Pedestrian Facilities	28	0.500	14.00	
6.	Diesel Engine Retrofits and Advanced Truck Technologies	28	0.375	10.50	
7.	Transportation Demand Management	28	0.250	7.00	
8.	Idle Reduction Programs	28	0.125	3.50	
B. Long-Term Viability of Emission Benefit					24.00
1.	Projects that provide permanent benefits for reducing emissions, Vehicle Miles Traveled, improving operations or reducing congestion	24	1.00	24.00	
2.	Projects with identifiable, >5 years emissions benefit (benefit may expire as technology is replaced or equipment ages) or outreach project or transit subsidy with identified funding > 5 Years	24	0.50	12.00	
3.	Emissions benefit dependent on future funding; funding beyond first 5 years in uncertain	24	0.25	6.00	
C. Emissions/VMT Reduction					15.00
1.	Modeled emissions reduction for fine particles + Nitrogen Oxides + Volatile Organic Compounds = >50 kilograms per day or VMT reduction > 10,000 VMT per day	15	1.00	15.00	
2.	Modeled emissions reduction for fine particles + Nitrogen Oxides + Volatile Organic Compounds = 10 to 49 Kilograms per day or VMT Reduction between 1,000 and 10,000 VMT per day	15	0.50	7.50	
3.	Modeled emissions reduction for fine particles + Nitrogen Oxides + Volatile Organic Compounds = < 10 Kilograms per day or VMT Reduction < 1,000 VMT per day	15	0.25	3.75	

D. <u>Project Readiness</u>						13.00
1.	High		13	1.00	13.00	
2.	Medium		13	0.50	6.50	
3.	Low		13	0.25	3.25	
4.	Not Ready		13	0.00	0.00	
E. <u>Sponsor Capacity</u>						11.00
1.	High		11	1.00	11.00	
2.	Medium		11	0.50	5.50	
3.	Low		11	0.25	2.75	
F. <u>Local Contribution</u>						5.00
1.	75 to 100%		5	1.00	5.00	
2.	50 to 74.9%		5	0.75	3.75	
3.	35 to 49.9%		5	0.50	2.50	
4.	20 to 34.9%		5	0.25	1.25	
5.	less than 20%		5	0.00	0.00	
G. <u>Projects Serving an Environmental Justice Community</u>						4.00
1.	Yes		4	1.00	4.00	
2.	No		4	0.00	0.00	
Best Possible Score**						100