

Congestion Mitigation and Air Quality (CMAQ) Program Policies

Adopted: December 10, 2018

The **Congestion Mitigation and Air Quality (CMAQ) Program** has been a longstanding source of funding for TCAG's member agencies. Tulare County agencies qualify for funding due to the region being in a non-attainment area for meeting federal air quality standards for Particulate Matter (PM) and Ozone. The program exists under federal law and is implemented via guidance issued by the Federal Highway Administration and carried out by Caltrans. TCAG receives approximately \$6.1 million per year (as of FFY 2019). Project examples include roundabouts, signal coordination, compressed natural gas and electric vehicles and facilities, new transit services, etc.

TCAG Adopted Program Policy

Measure R Projects

Seventy-five percent of TCAG's allocation is reserved for Measure R projects that qualify for CMAQ. Measure R is a voter-approved self-help sales tax measure, and projects within the Measure R Expenditure Plan are priority-level projects. This reserved funding amount is for Measure R projects that will be replacing Measure R funds with CMAQ grant funds. A special condition exists for Regional Rail Partnership Projects: these projects will be considered and acted on by the TCAG Board on a project-by-project basis and partnership funding levels will be considered.

Highly Cost-effective Projects

The remaining 25% is for projects that reduce emissions at a rate of \$45/lb or less. This is a San Joaquin Valley requirement. Failure to meet this requirement means surrender of the difference to the San Joaquin Valley Air Pollution Control District.

Federal Requirement

- 25% of total funding (from any subcategory above) must be allocated to projects that reduce PM2.5.

TCAG retains project-approval discretion, using these policies as a guideline, when approving eligible projects for the CMAQ program. Exceptions, on a case by case basis, have been approved by the Board to fund high priority projects, to fund projects that are ready for implementation before other higher-scoring projects that are not ready to move forward, to fund projects that are ready for implementation when unexpected funding for immediate use is available (such as at the end of the federal fiscal year), to fund shortfalls on existing projects so they can be seen through to completion, to fund projects of great need to a specific member agency, and/or to fund eligible types of projects that are a TCAG priority but may not have the largest amount of emissions reductions, such as bike projects.