

## **Frequently Asked Questions about the Congestion Mitigation and Air Quality (CMAQ) Program**

### **What projects can be funded in the Congestion Mitigation and Air Quality Program?**

Examples of CMAQ projects include:

- Bicycle and pedestrian facilities primarily for commuter use
- Transit projects
- Congestion Reduction and Traffic Flow Improvements (eg. Construction of roundabouts and Left turn lanes)
- Compressed Natural Gas Stations
- Alternative- Fuel Vehicles
- Traffic Signal Interconnection/Synchronization Projects
- Traffic Signal Installation
- Truck Stop Electrification
- Transportation System Communication Equipment
- Diesel Retrofits
- Outreach for Diesel Retrofits
- Traffic monitoring, management and control facilities or programs
- Construction of high occupancy vehicle lanes
- Implementation of ITS strategies
- Projects or programs which improve transportation systems management and operations.

### **Where can I learn more about the CMAQ Program?**

The Federal Program Guidance for CMAQ Program can be obtained at:

<http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm>

### **Has SAFETEA-LU changed project eligibility?**

SAFETEA-LU reinforces the eligibility of projects that contribute to attainment or maintenance. It also specifies the eligibility of advanced truck stop electrification, interoperable emergency communications equipment, and transportation systems management (TSM) and operations projects and other cost-effective CMAQ strategies that improve air quality. TSM is defined as projects or programs that improve transportation systems management and operations that mitigate congestion and improve air quality. TSM projects could include projects that establish or operate a traffic monitoring, management, and control facility or program, and projects or programs that improve traffic flow, improve intersections and implement ITS strategies.

### **How much is available in this “call for projects”?**

\$26.2 Million

### **How much CMAQ grant money can I ask for?**

With the exception of non-transit alternative fuel projects, there is no funding cap. We recommended not asking for less than \$100,000 due to the administrative costs of processing federal funds for less than that amount.

If you are applying for heavy-duty, non-transit alternative fuel vehicles, the SJCOG Board adopted specific policies for this funding. They are:

- All CMAQ replacement/expansion vehicles must meet year of manufacture CARB regulations for emissions to be eligible for CMAQ funding.
- All applicants requesting funds for heavy-duty vehicles must certify as a part of the application that the agency will explore options to utilize feasible, proven, after-market technology (as approved by CARB) to achieve the maximum air quality benefit over the life of the CMAQ funded vehicles.
- All applicants seeking CMAQ funds for heavy-duty replacement vehicles must certify that the vehicle being replaced will not be used by the applicant, except for transit systems for emergency or contingency purposes, or sold for use by another party in California.
- All heavy duty, non-transit vehicles must be alternative-fuel vehicles (as defined by California Air Resources Board) to be eligible for CMAQ funding.
- CMAQ will provide funding for the initial fleet conversion of a heavy duty, non-transit vehicle fleet to an alternative fuel vehicle fleet thus encouraging transition to alternative-fuel vehicles. Initial Fleet Conversion is defined as 15 percent of the fleet size or five vehicles, whichever is more. The funding of initial fleet conversion will be limited to 50 percent funding from the CMAQ program for each vehicle.
- After an applicant receives this one-time CMAQ funding for initial fleet conversion, subsequent applications to the CMAQ program for eligible heavy duty, non-transit, alternative-fuel vehicles is limited to 25 percent CMAQ funding per vehicle.
- CMAQ funds cannot be grouped as a lump sum to purchase fewer vehicles. CMAQ funds cannot be used to increase the CMAQ funding commitment beyond 50% per vehicle for initial fleet conversion or 25% per vehicle for subsequent vehicle conversions and other capital components for the initial fleet conversion.
- The maximum amount that can be requested is 50% funding for initial fleet conversion. Initial non-transit fleet conversion is defined as 15% of vehicle fleet or 5 vehicles, whichever is more. If you already received CMAQ dollars from SJCOG for non-transit alternative fuel vehicles, only incremental cost of additional vehicles can be considered for CMAQ funding.
- The maximum CMAQ funding cap for any non-transit vehicles is limited to 18% of available CMAQ funds which is approximately \$3.6 million.

**Do I need a local match?**

Yes. The local match is 20%. This means, for a total project cost of \$100,000, the CMAQ request can be up to \$80,000 and the local match is \$20,000. Because the CMAQ program is a federal program, the local match must come from non-federal sources.

**When does the project need to be done?**

The project must seek authorization to proceed in one of the following fiscal years: FY 2011/12, 12/13, or 13/14.

**Do I need a city council or Board of Supervisors resolution to submit the application?**

No.

**Can private agencies or non-profit agencies apply for CMAQ funds?**

Yes. A private agency or a non-profit agency can submit a CMAQ project only if it establishes a partnership with a public agency. A written agreement must be in place between the public agency and the private agency. It remains the responsibility of the public agency to apply for CMAQ funds and to oversee and protect the investment of CMAQ funds in the public-private partnership.

**What is ARB's Air Quality Cost-Effectiveness Calculations methodology?**

This is an analysis that determines the air quality benefits of your project. The applicant enters specific data about the project and the model generates how much air pollution will be reduced. All assumptions on the data inputs must be clearly documented and will be questioned for validity by the Scoring Committee. The model and its instructions can be downloaded at: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>. You will need Microsoft Access to use this model.