

## **SJCOG Board approved CMAQ Program Guidelines**

1. Applications will consist of:
  - a. A one-page project description sheet to allow reviewers to understand the project design, confirm project eligibility, and review the project schedule.
  - b. A one-page California Air Resources Board standard air quality calculation sheet.
  - c. Backup data to support the air quality calculation sheet (such as a Level of Service calculation, or specs associated with vehicle replacements).
2. A technical review committee (made up of volunteers from partner agencies) will review submittals and confirm project eligibility. The technical review committee will then recommend projects for funding based on their ranked CMAQ Cost Effectiveness value.
3. Approximately \$950,000 per year (with inflationary adjustment) for implementation of all SJCOG's legally required Transportation Control Measures / Transportation Demand Management (TCM/TDM) strategies.
4. Allocate 15 percent of the CMAQ funds for Active Transportation Projects. These funds would be made available in an upcoming Active Transportation Program and/or Measure K Bicycle, Pedestrian, and Safe Routes to School Program call for projects. With this funding set aside, no stand-alone bike/pedestrian/safe routes projects should be submitted for the CMAQ Call for Projects not specifically designated for this purpose.
5. Utilize the California Air Resources Board CMAQ Cost Effectiveness Criteria to determine the project rankings. In addition, where applicable, the following conditions apply.
  - a. A minimum current Level of Service of "D" or worse should be required for roadway/intersection improvement projects. Traffic synchronization / interconnect improvements, wherein multiple intersections/signals are in the project scope, would not be required to meet LOS D for each (individual) intersection so long as the applicant can justify the corridor management strategy to mitigate congestion in a corridor operating, overall, at LOS D.
6. There is a cap of "50 percent of available funds identified in the call for projects" as the maximum amount of the CMAQ funds one agency can receive per call for projects.
7. Projects that are not awarded funds in the CMAQ Call for Projects would be placed on a contingency list, which would expire upon the start of the next CMAQ call for projects. Any delayed funded project could allow a project on the contingency list to proceed in its place.
8. There are provisions for responding to circumstances where a CMAQ project is delayed in obligating funds in its approved year of delivery and no other SJCOG Board- approved CMAQ funded project can be advanced to meet the delivery obligation. In order for funds not to lapse or risk rescission in the San Joaquin Region, the agency with the delayed project would be granted the "first right of refusal" if an opportunity opens up for the same project (and same funding) to be reprogrammed (within the programmed years of the cycle in which the project secured funding). If this does not occur, the agency has one more opportunity for "first right of refusal" for the same project and same funding to come "off the top" in the next immediate CMAQ call for projects.