



# CMAQ Case Study: Diversifying the project mix to include alternative fuel projects



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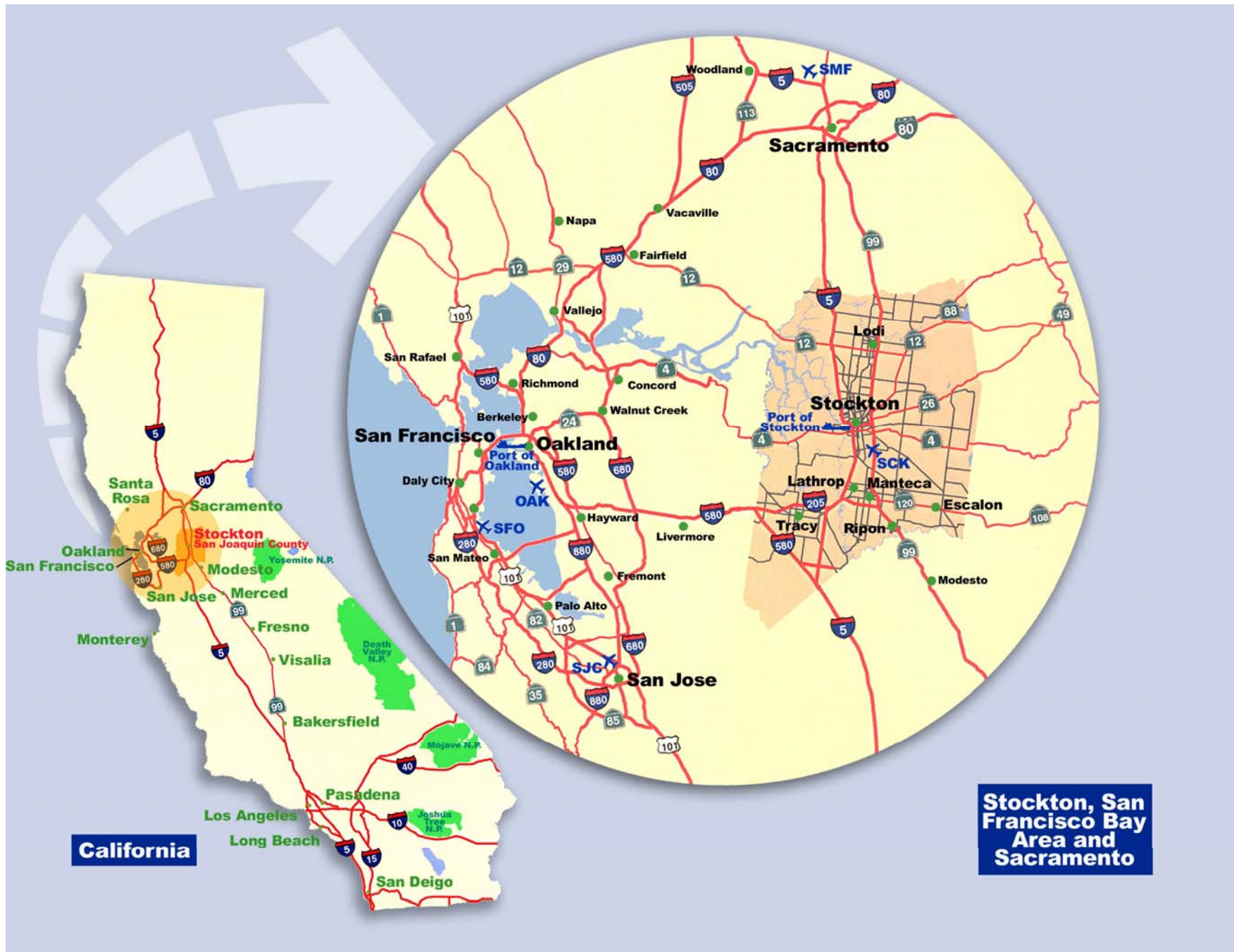
# Overview

- How should the region utilize the CMAQ funds?

What are the project selection criteria?

What are some challenges hindering implementation?

What is the policy response to address the obstacles?

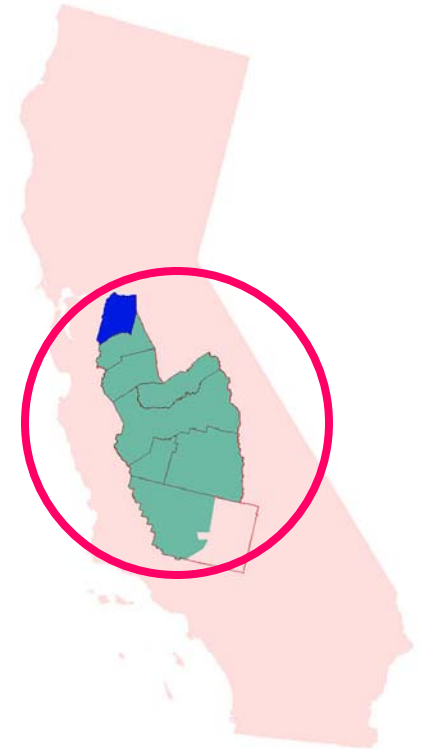


**California**

**Stockton, San Francisco Bay Area and Sacramento**



# San Joaquin Valley Air Basin













San Joaquin Council of Governments



# CMAQ Guidance



The purchase of publicly-owned alternative fuel vehicles is eligible for CMAQ funding.

The establishment of publicly-owned, on-site fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles are also eligible expenses.

Source: CMAQ Program Guidance, April 1999

# Policy Objectives



- Deliver a program of projects that improves air quality

- Spread financial resources to diverse array of projects

- Reduce delays on the transportation system

- Protect and enhance the natural environment and communities affected by transportation

- Invest in alternative fuel fleet conversion & infrastructure

# Project Selection Criteria

- Heavy weight for quantified air quality benefit

- Bonus points for alternative fuel

- Project deliverability

- Local match

# Project Solicitation Strategy



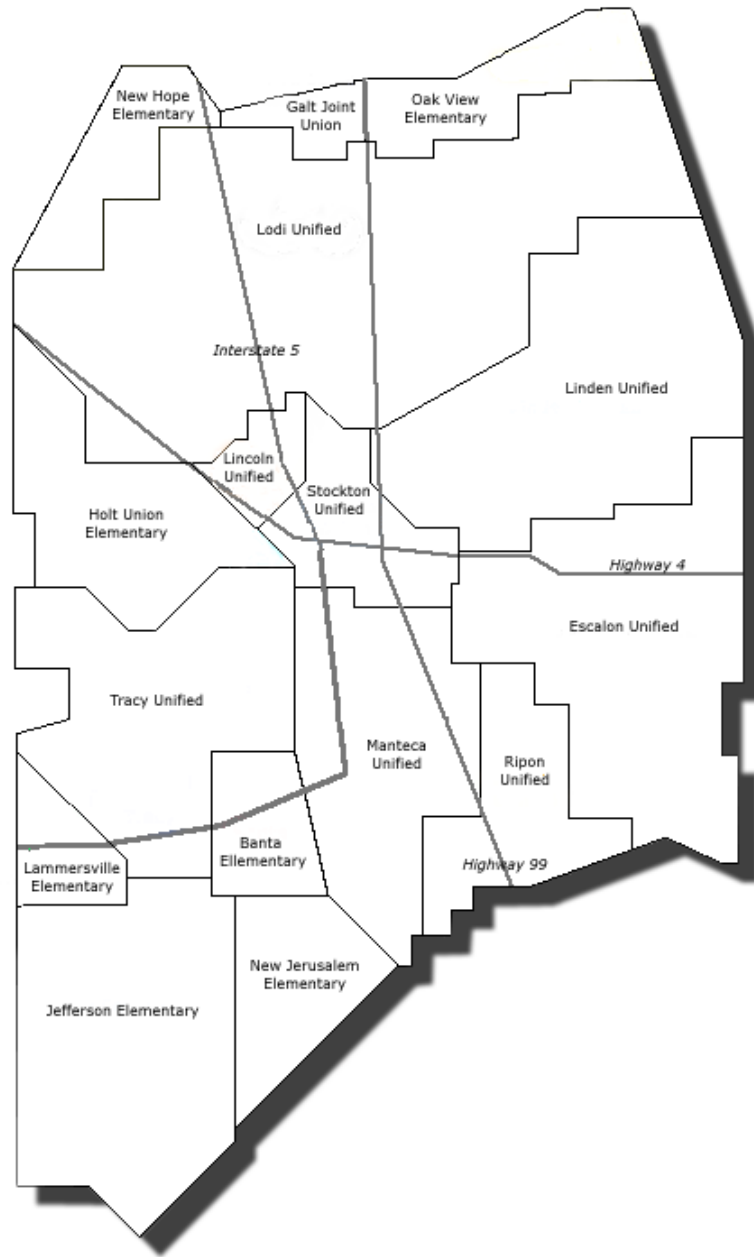
**Expand mailing list**

**Encourage partnerships between agencies**

**Include air district and school districts**



# Challenges



# CMAQ Policy for Heavy Duty, Non-transit vehicles



**Initial Fleet  
Conversion up to  
15% of fleet.  
Each vehicle  
50% funded.**

**Up to \$3 million  
or 18% of CMAQ  
funds for fleet  
conversion &  
replacement.**

**Subsequent vehicle  
purchases at 25%  
funding rate.**

# Results





# Questions?

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