

**CMAQ COST-EFFECTIVENESS THRESHOLD DOCUMENTATION
FOR THE MADERA COUNTY TRANSPORTATION COMMISSION
2025 FTIP**

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects or programs that contribute to the attainment or maintenance of the national ambient air quality standards. All San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted policies in 2007 for distributing at least 20 percent of the CMAQ funds to projects that meet a cost-effectiveness threshold for emission reductions. For the 2025 Federal Transportation Improvement Program (FTIP), this applies to the years 2024-2025 through 2027-2028. The Madera County Transportation Commission (MCTC) has made every effort to expend the minimum 20 percent funding for cost-effective projects over the course of the FTIP and the attached documentation demonstrates that MCTC has met the 20 percent funding goal. Project eligibility is determined in line with the federal CMAQ guidance.

Emission benefits and cost-effectiveness calculations are based on the applicable pollutants for the region, including the components of ozone (nitrogen oxides [NO_x] and reactive organic gases [ROG]) and particulate matter (PM). The “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” document developed by the Air Resources Board (CARB) is currently the appropriate methodology for calculating cost-effectiveness. In addition, FHWA published “CMAQ Improvement Program Cost-Effectiveness Tables and Development Methodology” published on December 3, 2015, and updated on July 20, 2020 and this methodology will be used to establish project eligibility for project types not addressed in the state guidance. In addition, another appropriate cost-effectiveness calculation methodology may be used upon consultation with interagency partners. Cost-effectiveness is expressed as dollars spent per pound of pollutant reduced (ROG + NO_x + PM_{2.5}+PM₁₀). The cost-effectiveness threshold for the 2025 FTIP has been increased to \$88 per pound (\$176,000/ton) from \$63 per pound (\$126,000 per ton) and is based on CMAQ dollars only, not total project cost.

MCTC has identified, through existing programmed projects in those years or other selection methods, projects that qualify for the cost-effectiveness policy. MCTC has awarded CMAQ funds through a competitive grant process. Information regarding the MCTC CMAQ Program may be found at: [MCTC CMAQ Program](#).

As stated in the Cost-Effectiveness Policy, MCTC has agreed to post information related to the implementation of the cost-effectiveness CMAQ policy on its website. Attached is documentation that fulfills this requirement and demonstrates that MCTC has estimated the amount of funding in the 2025 FTIP necessary to meet the 20 percent cost-effectiveness goal and provided a summary of the CMAQ projects that meet the minimum cost-effectiveness threshold.

CMAQ Cost-Effectiveness Documentation for the Madera County Transportation Commission 2025 FTIP

<u>Year</u>	<u>Estimated CMAQ Apportionments</u>	<u>20 Percent Minimum</u>
FY 2024-2025	\$6,214,378.00	\$1,242,875.60
FY 2025-2026	\$2,258,665.00	\$451,733.00
FY 2026-2027	\$2,303,581.00	\$460,716.20
FY 2027-2028	\$2,349,378.00	\$469,875.60
Totals	\$13,126,002.00	\$2,625,200.40

Year	FTIP ID	Agency	Project Description	CMAQ Funding Amount	Estimated Cost-Effectiveness ⁽¹⁾
24/25	MAD 202091	City of Madera	Pecan Avenue from Pine to Golden State - Shoulder Paving	\$529,000	\$3.32
24/25, 25/26	MAD 302060	City of Chowchilla	Pave 2,400 linear feet of alleyways in Chowchilla between Trinity and Orange Avenues and between 6th Street to 15th Street	\$1,152,042	\$0.17
24/25, 26/27	MAD 218000	City of Madera	Alley Paving at Various Locations - North West Quadrant	\$640,000	\$0.45
24/25, 26/27	MAD 218001	City of Madera	Alley Paving at Various Locations - South West Quadrant	\$640,000	\$0.86
24/25, 25/26	MAD 218002	City of Madera	Alley Paving at Various Locations - Northeast Quadrant	\$830,000	\$0.45
24/25, 27/28	MAD 116000	Madera County	Avenue 7 from Chowchilla Canal Road to 2 miles east Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions	\$512,311	\$1.11
24/25, 27/28	MAD 116001	Madera County	Road 26 from Avenue 18 to Avenue 21 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions	\$1,308,103	\$2.61
24/25, 25/26	MAD 116002	Madera County	Avenue 7 from Road 20 to Road 21 Shoulder Paving - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions	\$267,935	\$1.09
24/25, 26/27	MAD 116003	Madera County	Raymond Road from City Limits to Harper Blvd - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions	\$291,339	\$1.21
24/25, 26/27	MAD 116004	Madera County	Avenue 21 from Santa Fe Railroad Tracks to Road 12 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions	\$472,713	\$2.53
24/25, 26/27	MAD 116005	Madera County	Road 23 from Avenue 12 to Avenue 14 - Add 5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions	\$562,184	\$2.83
24/25, 27/28	MAD 116006	Madera County	Avenue 17 from Road 26 to Road 27 - Add 6.5 feet to the existing unpaved shoulder to achieve PM 2.5 reductions	\$380,036	\$1.70
Total CMAQ Funding Amount				\$ 7,585,663.00	
CMAQ Cost-Effectiveness Goal				\$ 2,625,200.40	
CMAQ Cost-Effectiveness Goal Met?					YES
Percent of CMAQ Funds Awarded to Cost-Effective Projects					58%

(1) Cost-effectiveness for each project identified as meeting the cost effectiveness threshold must be below \$88 per pound, or \$176,000 per ton.