



The Congestion Mitigation and Air Quality Improvement (CMAQ) Program: *Changes Under MAP-21*

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- Basic program overview
- Changes and focus under MAP-21
- Questions, comments, suggestions...



CMAQ & Title 23: *What and why?*

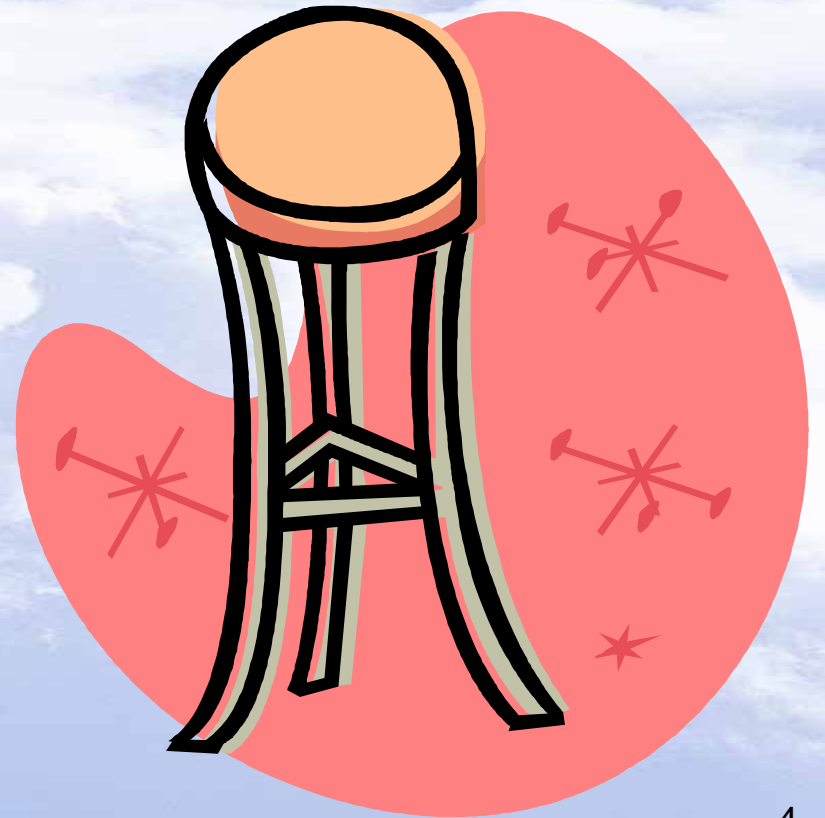
Section 149: *The CMAQ program is established for transportation projects that contribute to the attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, or particulate matter.*





Can we do that?

- Three elements of CMAQ:
 - *Transportation?*
 - *Emissions reduction?*
 - *Nonattainment or maintenance area?*





CMAQ & Project Selection

- Project selection is NOT a Federal role—23 U.S.C. 145
- Processes vary at the State & local level
- FHWA encourages a competitive approach
- DOTs & MPOs should consult with each other and with environmental agencies
- First contact usually is MPO or other local government committee (e.g., air quality, etc.)



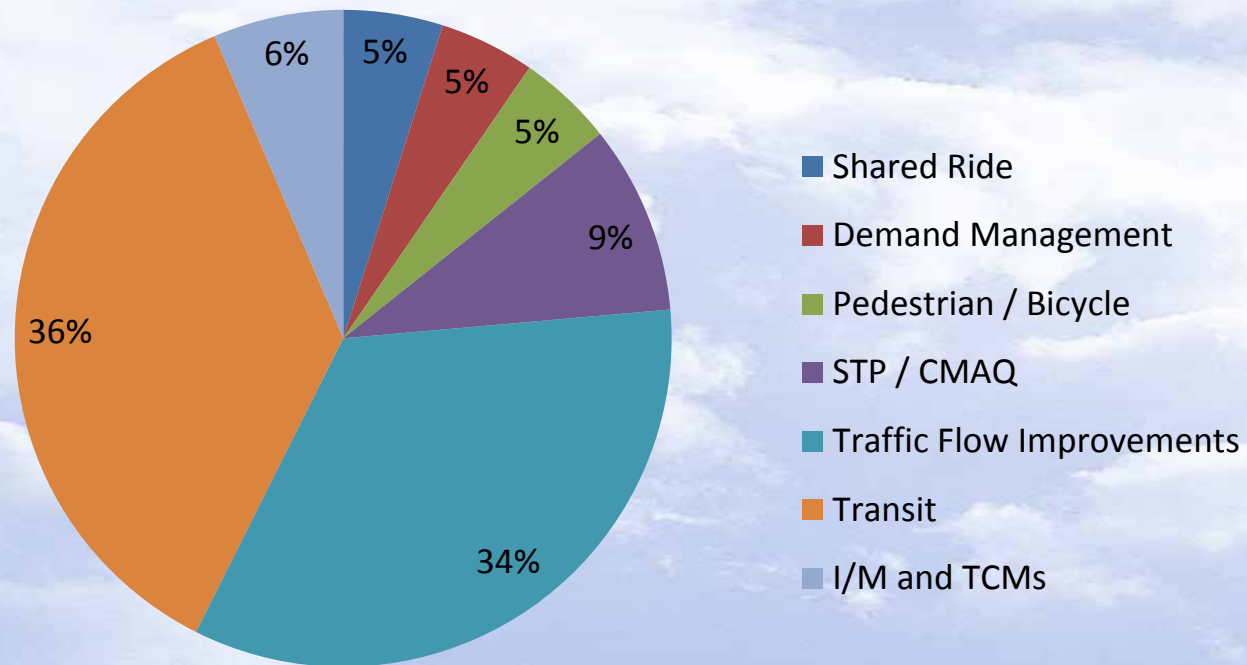
Projects Funded

- Nearly \$30 billion invested in 28,000 projects since 1992
- Wide range of eligible projects
 - ❖ transit improvements
 - ❖ traffic flow improvements
 - ❖ shared ride services
 - ❖ demand management
 - ❖ bicycle and pedestrian projects
 - ❖ alternative fuels
 - ❖ inspection & maintenance programs
 - ❖ freight services
 - ❖ experimental pilots
 - ❖ diesel retrofits
 - ❖ anti-idling facilities





CMAQ Funding by Project Type 1992 thru 2010





U.S. Department of Transportation
Federal Highway Administration

MAP-21

Moving Ahead for Progress in the 21st Century Act

CMAQ & MAP-21



MAP-21 and CMAQ—the basics!

(Section 1113)

- Program continues for 2013 and 2014
- State CMAQ is based on FY 09 proportions
- Eligibility guidelines intact
- Priority for PM 2.5
- Performance planning





Estimated CMAQ Funding

- FY 2013—
\$2.21 Billion
- FY 2014—
\$2.23 Billion





Apportionment

- CMAQ statutory formula removed in MAP-21
- State's Federal-aid Highway Program total based on prior years
- CMAQ based on FY 09 proportion of FAHP
- FY 14 includes steps for minimum assurance—95% of State's HTF contribution



Project Eligibility

- Prior eligibilities continue in MAP-21

- Highlighted language for:
 - ❖ *electric and natural gas vehicle infrastructure*
 - ❖ *diesel retrofits*
 - ❖ *construction equipment and vehicles*
 - ❖ *traffic flow efforts*



Suballocation & PM_{2.5} Priority

- **NO** CMAQ suballocation included in MAP-21
- In PM_{2.5} areas, 25% of funds must support projects that reduce PM_{2.5}, *including diesel retrofits*
- Calculation process to be determined



CMAQ Federal Share

- Energy Independence & Security Act (EISA) provided a temporary, full Federal share for CMAQ projects in 2008 and 2009
- Flexibility carried forward with the SAFETEA-LU extensions
- Standard share provided in 23 U.S.C. 120 applies on October 1, 2012



CMAQ Transfers

- CMAQ-specific transfer provisions eliminated
- Standard FAHP provision—23 U.S.C. 126—now applies, i.e. 50 percent maximum





Evaluation & Assessment

- MAP-21 requires implementation and maintenance of the CMAQ reporting system
- Annual reports covering program obligations also to continue
- Legislation requires availability of the database on the web or other medium



Cost Effectiveness



- Program focus on cost efficiency
- Tables, graphics to be developed that illustrate cost-effectiveness
- States and MPOs to use tables in selecting CMAQ projects



Performance Plan

- Required for MPOs with TMAs over one million population that are nonattainment or maintenance
- Includes emissions and congestion
- Updated biennially and requires progress report from previous plan





Performance Measures

- Required under 23 USC 150(c)
- For the purpose of carrying out the CMAQ program, USDOT shall establish measures for States to use to assess:
 - ❖ Traffic congestion
 - ❖ On-road mobile source emissions



Outcomes Study

- Assessment of CMAQ since S-LU enactment
- Conducted by independent scientific research organization
- Funded at \$1 million, due in 2014
- Sample of projects, case studies to determine:
 - ❖ emissions reduction achieved
 - ❖ health impacts tied to improved air quality
 - ❖ potential improvements in modeling, analysis



Further guidance coming on:

- *Operating Assistance*
- *PM_{2.5} Priority*
- *Performance Plans*





Resources

- Contacts, primary responsibilities:
 - ❖ Emily.Biondi@dot.gov (guidance, perf. plans)
 - ❖ Mark.Ferroni@dot.gov (outcomes study)
 - ❖ Mark.Glaze@dot.gov (database, cost effectiveness)
 - ❖ Cecilia.Ho@dot.gov (AQ TL, performance plans)
 - ❖ Michael.Koontz@dot.gov (guidance, apportionment)
 - ❖ Karen.Perritt@dot.gov (outcomes study)
- Web
 - ❖ http://www.fhwa.dot.gov/environment/air_quality/cmaq/



Questions?

