



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

Michael Koontz
November 2013



U.S. Department of Transportation
Federal Highway Administration

MAP-21

Moving Ahead for Progress in the 21st Century Act



- Very short program overview
- Basic changes under MAP-21
- Major changes under MAP-21
- Questions, comments, suggestions...



CMAQ & Title 23: *What and why?*

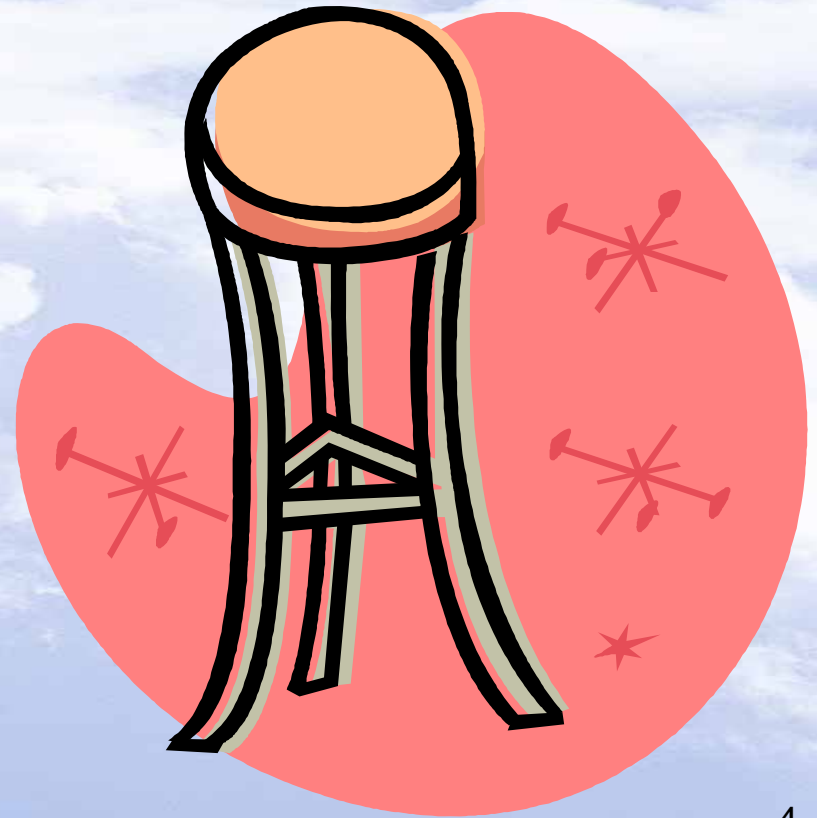
Section 149: *The CMAQ program is established for transportation projects that contribute to the attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, or particulate matter.*





Can we do that?

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





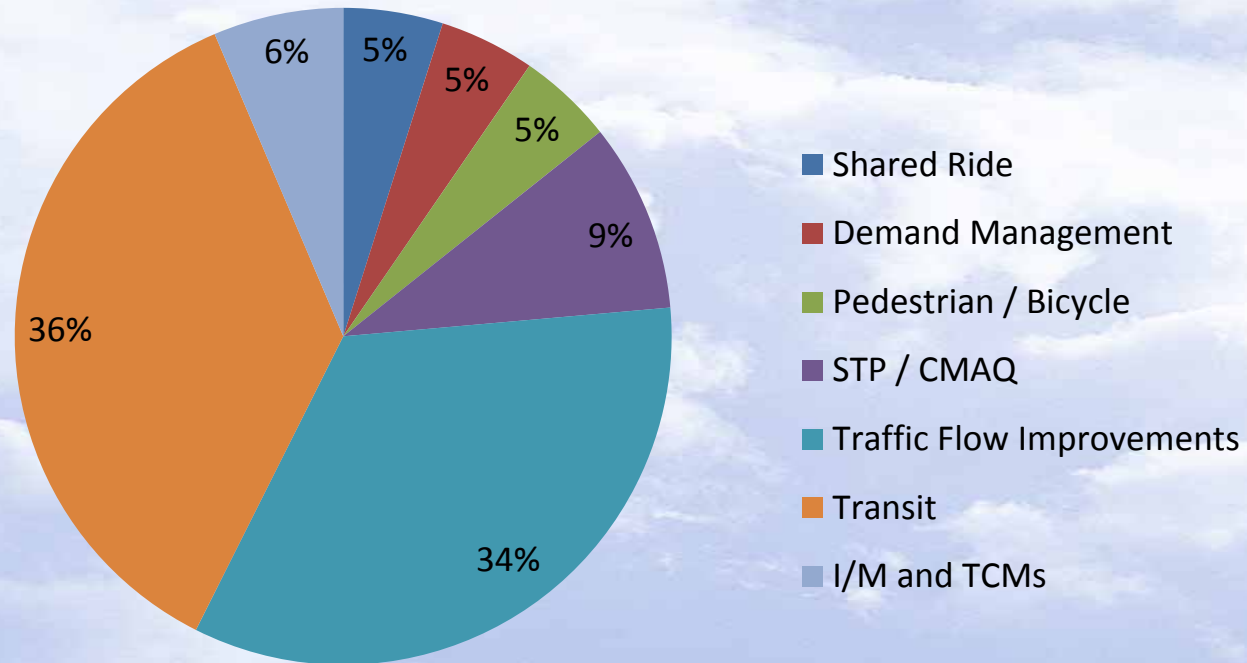
Projects Funded

- Nearly \$30 billion invested in 30,000 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





CMAQ & MAP-21...*the basics*



CMAQ Interim Guidance

- Published in the *Federal Register*--
12 November

<http://www.gpo.gov/fdsys/pkg/FR-2013-11-12/pdf/2013-26795.pdf>

- Comment period spans 60 days



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





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



Project Eligibility

- Prior eligibilities continue in MAP-21

- Highlighted language for:
 - ❖ *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 outlined in upcoming FR Notice



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



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





**Major Changes...*but probably not
show—stoppers!***



MAP-21 Changed CMAQ and... *Operating Assistance*

- *Affects transit, traffic centers, etc.*
- *Start-up and 5 years of help—exceeds original 3*
- *Last year of funding, extended 2 more years*
- *Projects in work, transition to the 5 years*
- *S-LU exemptions—added flexibility—Sec 1808(g)-(k)*





MAP-21 Changed CMAQ and...*Fueling/Charging Facilities*

- Recharging and refueling, e.g. NGV, are still eligible
- Facilities can be built anywhere, regardless of NA/M
- Still prohibited: charging (\$) within rest areas of the I-ROW, 23 USC 111





MAP-21 Changed CMAQ and...*Carsharing*

- Explicit language added, 23 USC 149
- Sharing projects still must meet basic eligibility
- Vehicles may be eligible as alt fuel capital projects





MAP-21 Changed CMAQ and...*Setasides, PM2.5*

- First setaside for CMAQ obligation
- Under MAP-21, 25% of CMAQ funds tied to fine PM NA/M must be obligated for projects that reduce fine PM
- New FMIS codes created to track and account for these obligations



Tasks outside the guidance?

- *Outcomes assessment study—grant awarded to Battelle; findings due Oct 2014*
- *Cost effectiveness tables—VOLPE Center to manage development of the tables as required by MAP-21, slated for spring 2014*
- *Performance measures—NPRM including 2 CMAQ performance measures due Spring, 2014. More info at: www.fhwa.dot.gov/tpm*



Changes....the bottom line?

- Ops costs—5 years, not 3—not more \$\$\$!
- Refueling, repower facilities *anywhere*
- Added attention to “sharing projects”
- PM 2.5 setaside





Resources

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



Questions?

