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

Michael Koontz
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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

- Shared Ride: 36%
- Demand Management: 5%
- Pedestrian / Bicycle: 5%
- STP / CMAQ: 5%
- Traffic Flow Improvements: 9%
- Transit: 6%
- I/M and TCMs: 34%
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
- PM2.5 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?