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

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- 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

- 36% Transit
- 34% Traffic Flow Improvements
- 9% STP / CMAQ
- 5% Pedestrian / Bicycle
- 5% Demand Management
- 5% Shared Ride
- 6% I/M and TCMs
CMAQ & MAP-21…the basics
CMAQ Interim Guidance

- Published in the Federal Register--12 November
  

- 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

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

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Questions?