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

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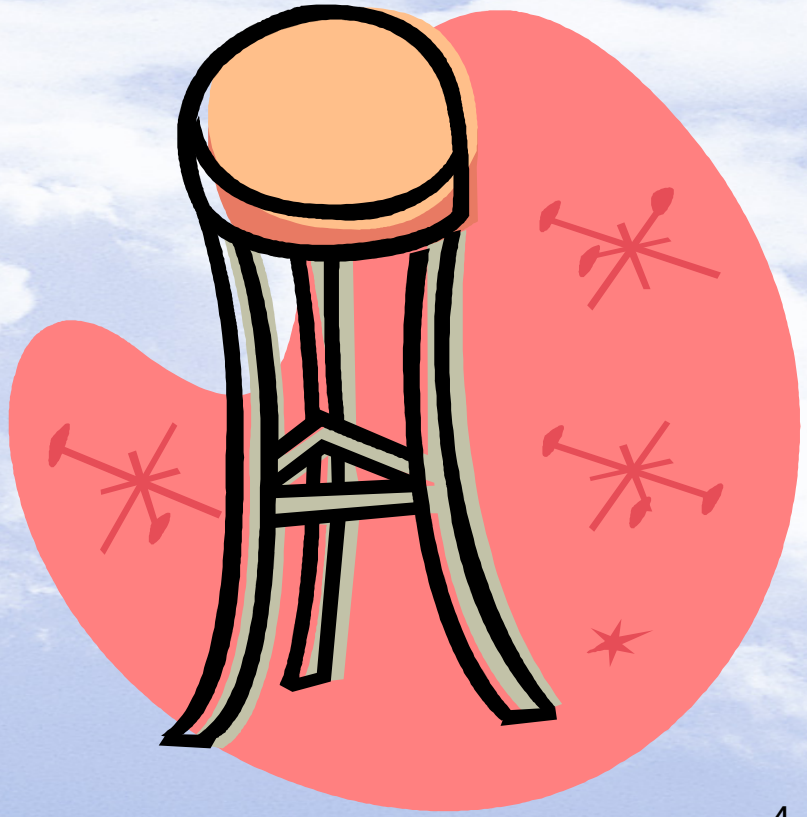
- Basic program overview
- Changes and focus under MAP-21
- Questions, comments, suggestions…

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?

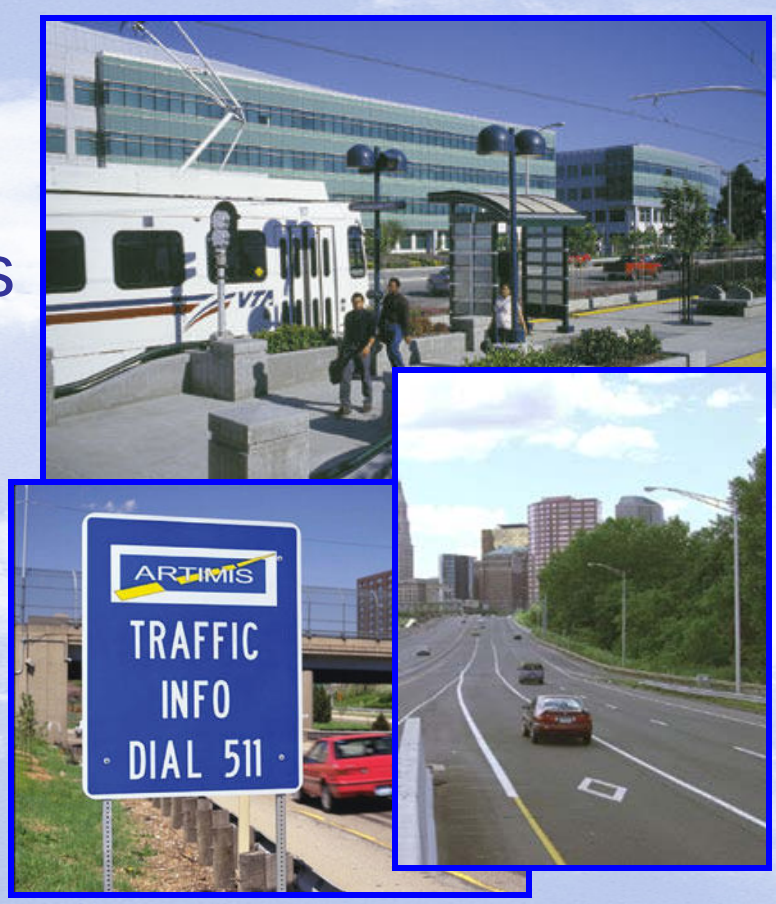
- Three elements of CMAQ:
  - ***Transportation?***
  - ***Emissions reduction?***
  - ***Nonattainment or maintenance area?***



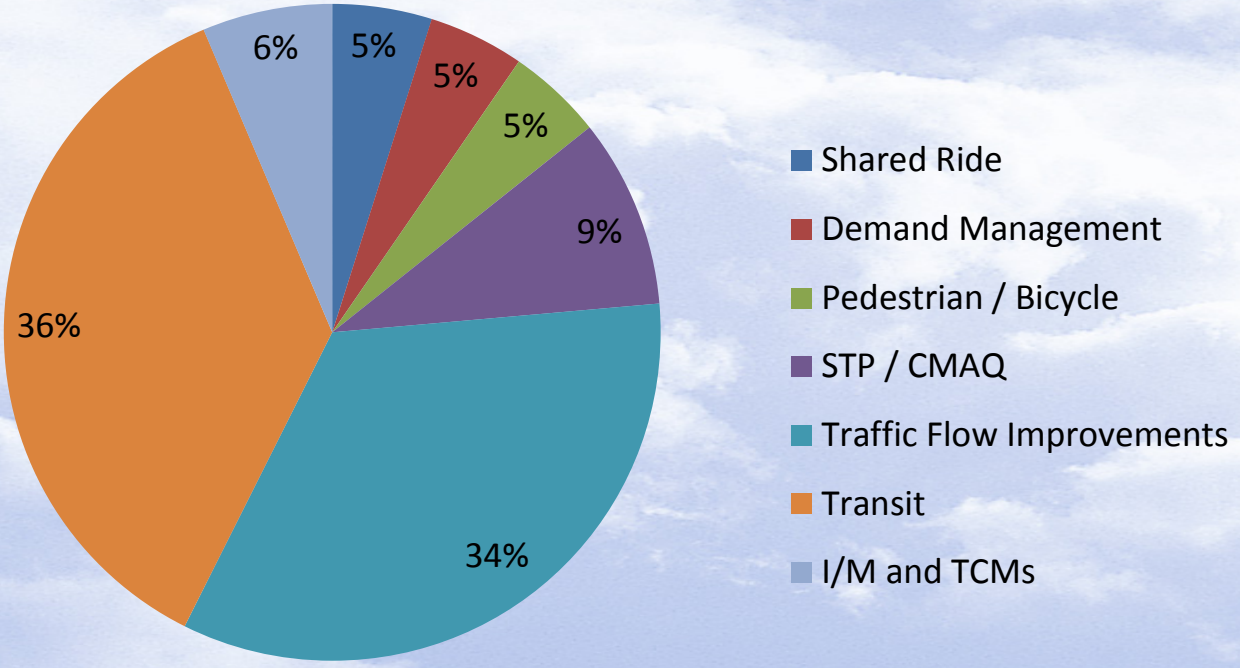
Projects Funded

- 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



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

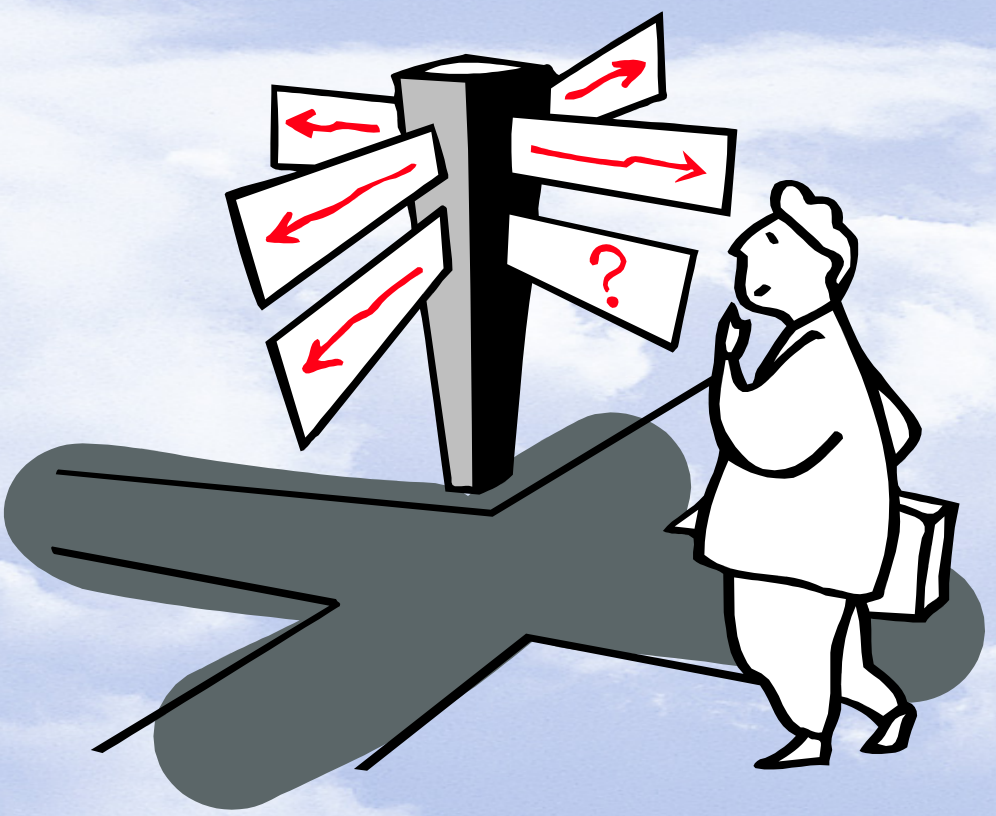
Performance Plan

- 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

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*

Questions?