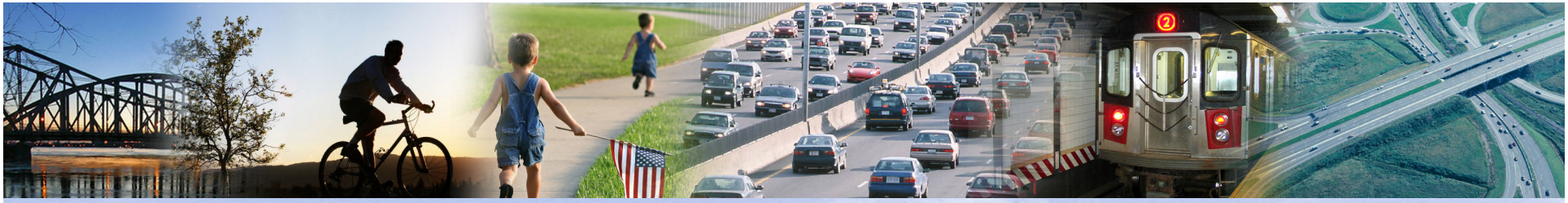

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program: Changes under SAFETEA-LU

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U.S. Department of Transportation
Federal Highway Administration

SAFETEA-LU
Safe, Accountable, Flexible, Efficient Transportation Equity Act:
A Legacy for Users

- Background on the CMAQ Program
- SAFETEA-LU (2005) CMAQ Provisions

Background on CMAQ

- Created by ISTEA of ’91, reauthorized by TEA-21 and SAFETEA-LU
- Funds transportation projects and programs to help achieve and maintain air quality standards (NAAQS)
- Jointly administered by FHWA and FTA in consultation with EPA

Basic Eligibility Requirements

- Transportation Projects
- Reduce emissions
- Nonattainment or maintenance area

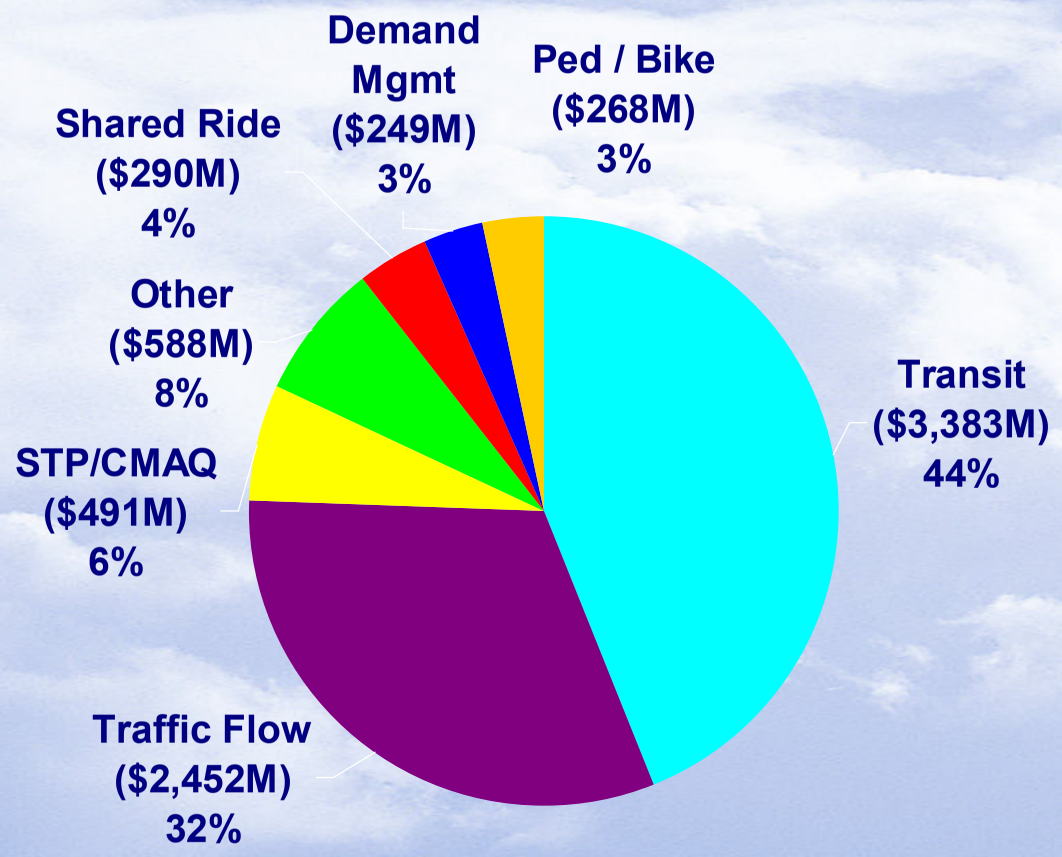
Geographic Eligibility

- Funding is available for:
  - Nonattainment areas, maintenance areas
    - CO, O_3, PM_{10} and $PM_{2.5}$
  - Minimum apportionment funds
    - additional flexibility

Projects Funded

- More than $13 billion invested in 16,000+ projects since 1992
- Wide range of eligible projects
  - transit improvements
  - shared ride services
  - traffic flow improvements
  - demand management
  - bicycle and pedestrian projects
  - alternative fuels
  - inspection & maintenance programs
  - freight services
  - experimental pilots
  - public / private partnerships
  - diesel retrofits
  - anti-idling facilities

CMAQ Funding by Project Type
(FY 1992-2000)



SAFETEA-LU (2005) CMAQ Provisions

More Areas, More Funding?

- 112 new counties are nonattainment for 8-hour ozone
  - 34 1-hour counties fall out of the apportionment formula

CMAQ Funding Levels (§1101)

- SAFETEA-LU funds CMAQ at about $1.7 billion per year, about a 27% increase over TEA-21
  - This funding level will be augmented by a portion of Equity Bonus funds
  - Federal share remains at 80 percent for most projects

	'05	'06	'07	'08	'09	Total
Authorization (millions)	1,667	1,694	1,721	1,749	1,777	8,609

Apportionment Formula

- Funds apportioned to States based on:
  - Population in Ozone and CO areas
  - Severity of the air quality problem
  - Multiple pollutants earn extra weight
- All States guaranteed a 0.5% minimum apportionment
- PM is NOT included in the formula

Former 1-hour Ozone Nonattainment/ Maintenance Areas

- Expands eligibility to areas required to file maintenance plans under the CAA (§1808)

Highlighted Eligible Projects

- Transportation systems management & operations that mitigate congestion & improve air quality
- Purchase of integrated, interoperable emergency communications equipment

Highlighted Eligible Projects (cont.)

- Advanced truck stop electrification systems
- Allows anti-idling facilities in Interstate ROW (§1412)

Highlighted Eligible Projects (cont.)

- Diesel retrofits for on-road and off-road engines used in construction projects in ozone or PM nonattainment or maintenance areas
  - Includes replacement, repowering, rebuilding, after treatment technology.
- Outreach activities for diesel retrofits
- Conformity credit

Highlighted Eligible Activities (cont.)

- Priority for
  - Diesel retrofits and other cost-effective emission reduction activities
  - Cost-effective congestion mitigation activities
- Savings
  - "..not intended to disturb the existing authorities and roles of government agencies in making final project selections."

State-Specific Flexibilities

- **Montana:** Operation of public transit activities in non-attainment or maintenance areas
- **Michigan:** Operation & maintenance of ITS strategies that serve nonattainment or maintenance areas
- **Maine:** Operation of passenger rail service between Boston, MA, and Portland, ME
- **Oregon:** Operation of additional rail service between Eugene and Portland
- **MO, IA, MN, WI, IL, IN, OH:** Purchase of alternative fuels or biodiesel

Next Steps

- New CMAQ guidance
- Workshops / outreach activities

Resources

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  - Victoria.Martinez@fhwa.dot.gov
- Web
  - http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm