

Congestion Mitigation and Air Quality Program Moving Ahead for Progress in the 21st Century Act (MAP-21) September 2012

Under MAP-21, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program works largely like the current program, with some changes and additional eligibilities.

Washington State's share of CMAQ is estimated to be \$35.4 million in federal fiscal year (FFY) 2013 and \$35.7 million in FFY 2014.¹

BACKGROUND:

Currently, the CMAQ Program provides funds to states and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels, among others. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas).

CMAQ funds are distributed in accordance with a formula in federal law based on the severity of a county's air quality problems and its population. There are currently five MPOs within Washington State that receive these funds: Puget Sound Regional Council (PSRC), Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (RTC), Yakima Valley Conference of Governments (YVCOG) and Thurston Regional Planning Council (TRPC). Each MPO issues a regional call for projects involving local agencies and WSDOT. Projects are prioritized based on criteria developed by each MPO that provides sustainable reductions in emissions. Project selections are made in consultation with the State.

*Historical apportionment levels**

\$ in millions	Federal Fiscal Year							
	2005	2006	2007	2008	2009	2010	2011	2012
CMAQ	28.1	28.8	30.3	31.1	31.6	37.7	37.1	35.5

*The amounts for FFY2005 – FFY2012 come from FHWA apportionment notices N4510.563, N4510.604, N4510.646, N4510.683, N4510.742, N4510.744, N4510.745 and N4510.756 found at <http://www.fhwa.dot.gov/>. Amounts do not reflect penalties.

CHANGES IN MAP-21:

Under MAP-21, CMAQ Program changes include:

- Additional eligibilities include the following programs or projects: to improve incident and emergency response or improve mobility; expanded authority to use funds for transit operations; explicit support for installation of facilities serving electric or natural gas-fueled vehicles (not at rest areas); and the ability to use CMAQ for passenger rail operating costs for three years (until now that has been an administrative determination).
- New performance measures to be established by USDOT for states to use to assess traffic congestion and on-road mobile source emissions; targets to address those performance measures to be set by states.

¹ This is before the 2 percent takedown for State Planning and Research.

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- Transportation Management Areas over 1 million in population, representing a non-attainment or maintenance area, are required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets.
- An MPO designated as nonattainment or maintenance for PM_{2.5} must use a portion of its CMAQ funds to address PM_{2.5} emissions (PSRC designation may occur in 2013).