

# Summary of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program

*Note: Information in this document does not supersede federal regulation or guidance. Please refer to the Federal Highway Administration's (FHWA) CMAQ Guidance in the following link for more detailed program information:*  
[http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm).

The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter. All projects and programs eligible for CMAQ funds must come from a conforming transportation plan and a Federal Transportation Improvement Program (FTIP) or the Federal Statewide Transportation Improvement Program (FSTIP) in areas without a Metropolitan Planning Organization (MPO). In nonattainment and maintenance areas, projects must meet the conformity provisions contained in section 176(C) of the Clean Air Act and the transportation conformity regulations.

Projects must also meet the National Environmental Policy Act requirements and the basic eligibility requirements for funding under Titles 23 and 49 of the United States Code.

## **Eligible Projects and Program for CMAQ funding include:**

1. Diesel Engine Retrofits & Other Advanced Truck Technologies
2. Idle Reduction
3. Congestion Reduction & Traffic Flow Improvements
4. Freight/Intermodal
5. Transportation Control Measures (TCMs)
6. Transit Improvements
7. Bicycle and Pedestrian Facilities Programs
8. Travel Demand Management
9. Public Education and Outreach Activities
10. Transportation Management Associations
11. Carpooling and Vanpooling
12. Carsharing
13. Extreme Low-Temperature Cold Start Programs
14. Training related to implementing air quality improvements
15. Inspection/Maintenance Programs
16. Innovative Projects
17. Development of Alternative Fueling Infrastructure and Vehicle Purchase

Publicly owned alternative fuel vehicles (AFV), such as electric vehicles, are CMAQ eligible; however, only those vehicles providing a dominant transportation function may be eligible at the full federal share rate. The purchase of public fleet AFVs is subject to 2 Code of Federal Regulations 225, which limits CMAQ participation to only the portion of the vehicle cost prorated based on the emission-reducing element of the project. Please see the FHWA's clarification memo related to the purchase AFV here:

<http://www.dot.ca.gov/hq/transprog/federal/cmaq/fhwa-afv-memo.pdf>.

Moving Ahead for Progress in the 21<sup>st</sup> Century transportation act explicitly allows the use of CMAQ funds to establish publicly owned or leased electric vehicle charging stations and natural gas vehicle refueling stations in any area of the state if private AFV stations are not reasonably accessible.

Governor Brown issued an executive order on March 23, 2012 directing California to “encourage the development and success of zero-emission vehicles (ZEV) to protect the environment, stimulate economic growth and improved the quality of life in the State.” To help achieve the Governor's visions, we encourage MPOs and Regional Transportation Planning Agencies to invest CMAQ funds in ZEVs and infrastructure to enable convenient and cost-effective fueling. Please see the California Air Resource Board (CARB) website to learn more about the ZEV Program: <http://www.arb.ca.gov/msprog/zevprog/zevprog.htm>.

Typical highway improvements that are eligible for CMAQ funds fall under TCMs or traffic flow improvements, such as traffic signal control systems, incident management programs, and High Occupancy Vehicle (HOV) lanes. Truck climbing lanes that are not capacity increasing (as defined in the State Transportation Improvement Program Guidelines) are also eligible.

Projects that increase capacity for single occupancy vehicles are ineligible for CMAQ funding unless construction is limited to HOV lanes. Rehabilitation and maintenance projects are not eligible for CMAQ funding.

The Department of Transportation in partnership with the CARB has published “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” which can assist agencies in determining if a potential project actually does reduce emissions, and to what extent. Please see the CARB's website for more information:

<http://www.arb.ca.gov/planning/tsaq/cmaq/cmaq.htm>.