



CMAQ from A to Z

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Overview

- CMAQ Funding Process
- Competing for CMAQ Funds
- CMAQ Success Stories



CMAQ Funding Process

- Several models -
 - State DOT leads
 - MPOs lead
 - MPOs and State DOTs Jointly Manage
 - MPOs lead in metro areas, state DOTs leads in rural nonattainment and maintenance areas
 - Others?



CMAQ Funding Process

- Transportation Plan – 20 years
- Transportation Improvement Program (TIP) – four years
- Plan and TIP updated at least every four years
 - TIP must be consistent with plan
- Transportation conformity requirements
 - Must be met every four years



CMAQ Funding Process

- All projects to receive federal transportation funds included in TIP, then in STIP
 - All CMAQ projects must be in TIP
- Local match requirement varies
 - MPOs pay, locals pay, private sector pays
 - Cash match vs. in-kind match
 - Other public sources of matching funds
 - Diesel Emission Reduction Act (DERA)
 - EPA Diesel Retrofit Program
 - EPA School bus program
 - State sources (e.g., Moyer-CA, TERP-TX)



CMAQ Funding Process

- MPOs notify local governments in their region of Call for Projects
- Application process
- Project selection criteria
 - Quantitative, Qualitative
- Evaluation process
 - Technical committee
- Recommendations to policy board



Competing for CMAQ Funds

- Know your state DOT/MPOs
- Understand their policies and priorities in the statewide and metropolitan area plans
- Understand the air quality classification and which pollutants are problematic
- Develop relationship with transit operators, public fleets (e.g., refuse, city DPW fleets)



Competing for CMAQ Funds

- Secure a public sponsor
 - MPO, state DOT, air agency, city, county, airport, port, joint powers authority, etc.
- Develop feasible and realistic project concept
 - Start with a manageable project
 - Cost effective emission reductions critical
 - Strive for early successes
 - Success breeds success

Competing for CMAQ Funds

- Secure the required local match
- Demonstrate the emission reduction benefits clearly and with credible methodology
- Demonstrate the cost-effectiveness of emission reductions by pollutant
 - \$dollars per ton per year
 - \$dollars per ton per day (transportation conformity)



Competing for CMAQ Funds

- Build alliances, generate interest in the project
- Identify how up-front costs will be paid, CMAQ is a reimbursement program
- The public/private partnership agreement requires close attention
 - Schedules, deadlines, reporting, evaluation



CMAQ Success Stories

- 1700 Transit buses retrofit in San Francisco Bay Area
 - CMAQ Funds
 - Matched by Air District (Moyer) funds
 - FTA funds
- San Francisco International Airport
 - Retrofit buses serving airport
 - CMAQ with state (Carl Moyer) Match
- SECAT Truck Mod/Retrofit program

CMAQ Success Stories

- Pending in New York City Region
 - \$30 Million Hunts Point project
 - Largest food distribution center in Northeast
 - Fleet Modernization/Retrofit/Alt Fuels –private fleets
 - 500 trucks Fast Track NOx and PM reductions BACT
 - » 85% PM/25% NOx
 - » 84.45 tpy/NOx
 - » 6.1 tpy/PM
 - 300 trucks after Fast Track program –85% PM/25% NOx
 - » 51 tpy/NOx
 - » 3.6 tpy PM
 - Cost effectiveness \$3,010/ton

CMAQ Success Stories

- Pending New York City Region
- \$24.25 Million NYC Municipal Fleet Program – 5 years
 - 900 HDDV Retrofits –Refuse Trucks BACT
 - NOx 100 tpy to 553.86 tpy
 - PM 7.92 tpy to 39.6 tpy
 - Cost effectiveness \$3,010 ton reduced
 - 350 DOCs – Dept. Parks and Rec
 - 37 CNG light duty vehicles
 - 8 hybrid vans
- In addition to \$16 million already approved

CMAAQ Success Stories

- Pending - New York City Region
 - \$ 8M Retrofits of Switcher Locomotives
 - 495 tpy/NOx + 14 tpy PM +37 tpy NMHC
 - \$ 7 M NYC Non-Road Retrofits
 - \$ 7M NYC Taxi cabs and Black car idle reduction program
 - \$24 M Private fleet awards to retrofit, alt.fuel vehicles, etc. (NYSERDA administers)
 - \$4 M NYC light and medium duty



CMAQ Success Stories

- Rochester NY
 - Pending final approval
 - Retrofit Switcher Locomotives
- Detroit, Michigan
 - Retrofit Switcher Locomotives
- Chicago, Illinois
 - Pending recommendation
 - Retrofit Switcher Locomotives

CMAQ Rescissions

- Nine northeastern states rescissions \$666.2 M in CMAQ funds from 2003-2006
 - Annual avg. \$166.55 M/Yr
 - PA and NY only \$119.98M/Yr
- Challenge: To minimize rescissions and maximize emission reductions with CMAQ funds



Questions?

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