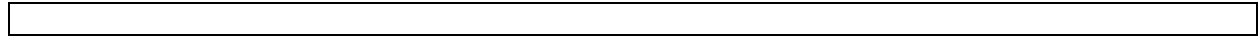


# Eligibility for PSRC's STP/CMAQ Funds

(Revised January 2009)

The following is a description of projects eligible to receive PSRC's Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds through the Regional Competition or countywide competitions.



## STP

STP<sup>1</sup> funds are considered the most "flexible" funding source provided through the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Many types of projects are eligible, including transit, carpool/vanpool, bicycle/pedestrian, safety, traffic monitoring/management, and planning projects, along with the more traditional road and bridge projects.

### EXAMPLES OF PROJECTS ELIGIBLE FOR STP FUNDS

The following examples were extracted from the WSDOT Local Agency Guidelines manual available online at <http://www.wsdot.wa.gov/ta/operations/lag/laghp.htm/>. In a few instances, the examples were modified to provide information useful to sponsors in the Regional Council's four-county region.

1. Roadway construction, reconstruction, seismic retrofit, operational improvements including the interstate system and bridges, roadway widening (for general purpose lanes and/or high-occupancy vehicle lanes), and turning lanes. Note: Roadways must be functionally classified as *collector* or above, unless the project is a bridge, railroad, safety or nonmotorized-transportation, project.
2. Any transit capital or planning project that is also eligible for Federal Transit Administration (FTA) funding, including fixed guideway projects such as electric streetcar, trolley bus, monorail, and ferry vessels; replacement or expansion of transit vehicle fleets or maintenance facilities.
3. Fringe and corridor parking, carpool, vanpool, bicycle, and pedestrian facilities.
4. Highway and transit safety improvements.
5. Highway and transit research and technology transfer.
6. Capital and operating costs for traffic monitoring, management and control of facilities, and transportation programs.
7. Surface transportation planning (e.g., system planning, corridor planning, project planning).
8. Nonmotorized-transportation activities.
9. Certain Clean Air Act transportation control measures identified in the State Implementation Plan for Air Quality (see note, at the end of this list).
10. Development/establishment of management systems.
11. Wetlands mitigation (i.e., surface drainage and banking).
12. Sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing composition.
13. Programs to reduce extreme cold starts.
14. Environmental restoration and pollution abatement projects, including retrofit or construction of stormwater treatment facilities.

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<sup>1</sup> The Surface Transportation Program was established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and reauthorized in 2005 by SAFETEA-LU.

15. Natural habitat mitigation (if wetland or natural habitat mitigation is within the service area of a mitigation bank, preference will be given to use the bank).
16. Privately owned vehicles and facilities that are used to provide intercity passenger service by bus.
17. Modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act.
18. Infrastructure-based intelligent transportation system capital improvements.
19. Preventive maintenance activities which extend the service life of the facility. Pavement, bridges, and essential highway appurtenances are eligible for federal funding with prior approval by WSDOT's Highway and Local Programs staff (see note below).
20. Advanced truck stop electrification systems.

*Note: For projects requiring prior approval, or for more details on the STP program and specific eligibility questions, contact the WSDOT Region Local Programs Engineer for your location. For agencies in Snohomish and King counties, contact the WSDOT Northwest Region Local Programs Engineer at (206)440-4734. For agencies in Pierce and Kitsap Counties, contact the WSDOT Olympic Region Local Programs Engineer at (360)357-2666.*

## **CMAQ**

The purpose of the CMAQ<sup>2</sup> 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 (CO), and particulate matter (PM). The two goals of improving air quality and relieving congestion were strengthened under SAFETEA-LU by a new provision establishing priority consideration for cost-effective emission reduction and congestion mitigation activities when using CMAQ funding.

### **PRIORITY FOR USE OF CMAQ FUNDS**

SAFETEA-LU directs States and MPOs to give priority to diesel retrofits and other cost-effective emission reduction activities, taking into consideration air quality and health effects, and to cost-effective congestion mitigation activities that provide air quality benefits. In addition, any transportation control measures identified in State Implementation Plans for Air Quality (SIPs) must receive funding priority.

### **ELIGIBLE AREAS**

CMAQ funds may be invested in all 8-hour<sup>3</sup> ozone, CO, and PM nonattainment and maintenance areas. Funds also may be used for projects in proximity to nonattainment and maintenance areas if the benefits will be realized primarily within the nonattainment or maintenance area. Under SAFETEA-LU, CMAQ funds may be invested in former 1-hour ozone areas that were not designated under the 8-hour standard but where the 1-hour standard has been revoked. Since these areas are required to file maintenance plans, they are considered eligible for CMAQ funding under the provisions of SAFETEA-LU.

### **PROJECT ELIGIBILITY**

To be eligible for CMAQ funds, a project must be able to demonstrate an emission reduction benefit. The following categories of projects are eligible for CMAQ funding:

- 1. Transportation Control Measures (TCMs)**
  - a. Programs for improved public transit;

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<sup>2</sup> The Congestion Mitigation and Air Quality (CMAQ) program was established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and reauthorized in 2005 by SAFETEA-LU.

<sup>3</sup> One of the EPA-established averaging periods for measurement of ozone under the National Ambient Air Quality Standards.

- b. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses and/or high occupancy vehicles (HOVs);
- c. Employer-based transportation management plans, including incentives;
- d. Trip-reduction ordinances;
- e. Traffic flow improvement programs that reduce emissions;
- f. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
- g. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- h. Programs for the provision of all forms of high-occupancy, shared-ride services;
- i. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of nonmotorized vehicles or pedestrian use, both as to time and place;
- j. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- k. Programs to control extended idling of vehicles;
- l. Reducing emissions from extreme cold-start conditions;
- m. Employer-sponsored programs to permit flexible work schedules;
- n. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant (SOV) travel as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; and
- o. Programs for new construction and major reconstruction of paths, tracks, or areas solely for use by pedestrian or other nonmotorized means of transportation, when economically feasible and in the public interest.

**2. Extreme Low-Temperature Cold Start Programs**

**3. Alternative Fuels and Vehicles**

**4. Congestion Reduction and Traffic Flow Improvements**

- a. Traditional improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes as long as they demonstrate net emissions benefits;
- b. Intelligent Transportation Systems;
- c. Value/congestion pricing, as long as emission reductions are generated.

**5. Transit Improvements**

- a. New transit facilities, if associated with new or enhanced mass transit service; routine maintenance or rehabilitation of existing facilities is not eligible;
- b. New transit vehicles to expand the fleet or replace existing vehicles;
- c. Fuel is an eligible expense only as part of a project providing operating assistance for new or expanded transit service;
- d. Operating assistance to introduce new transit service or expand existing service is eligible. For a service expansion, only the operating costs of the new increment of service are eligible. Operating assistance may be funded with CMAQ for a maximum of three years. CMAQ funds may not be used for operating assistance for New Start projects.
- e. Transit fare subsidies, under specific conditions designed to prevent the NAAQS from being exceeded.

**6. Bicycle and Pedestrian Facilities and Programs**

- a. Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips;
- b. Nonconstruction outreach related to safe bicycle use;
- c. Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (Limited to one full-time position per State).

**7. Travel Demand Management**

- a. Fringe parking
- b. Traveler information services
- c. Shuttle services
- d. Guaranteed ride home programs
- e. Market research and planning in support of TDM implementation
- f. Carpools, vanpools
- g. Traffic calming measures
- h. Parking pricing
- i. Variable road pricing
- j. Telecommuting
- k. Employer-based commuter choice programs

**8. Public Education and Outreach Activities**

**9. Transportation Management Associations** (as long as they reduce emissions)

**10. Carpooling and Vanpooling**

- a. Marketing, including existing, expanded and new activities designed to increase the use of carpools and vanpools;
- b. Vehicles, including the purchase or lease of vanpool vans.

Note: CMAQ funds may not be used to supplant private sector services. Also, carpooling and vanpooling activities may be funded with up to 100 percent federal funding, with certain limitations.

**11. Freight/Intermodal**

- a. Primary projects that directly reduce emissions such as new diesel engine technology or retrofits of vehicles or engines; eligibility is expanded to include nonmobile freight projects such as rail.
- b. Secondary projects that reduce emissions through shifts in, or additions to, infrastructure such as intermodal transportation facilities that reduce truck VMT.

**12. Diesel Engine Retrofits and Other Advanced Truck Technologies**

**13. Idle Reduction**

**14. Training**

**15. Inspection/Maintenance Programs**

**16. Experimental Pilot Projects**

The following projects are ineligible for CMAQ funding:

- 1. Light-duty vehicle scrappage programs.
- 2. Projects that add new capacity for SOVs.

3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repair of roads).
4. Administrative costs of the CMAQ program may not be defrayed with program funds, e.g., support for a State's "CMAQ Project Management Office" is not eligible.
5. Projects that do not meet the specific eligibility requirements of titles 23 and 49 U.S.C..
6. Stand-alone projects to purchase fuel.

For more details regarding the CMAQ program and specific eligibility questions, contact Kelly McGourty at (206)971-3601, [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org), or refer to the Federal Highway Administrations Program Guidance: <http://www.fhwa.dot.gov/environment/cmaqpgs/06guide.htm>.

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