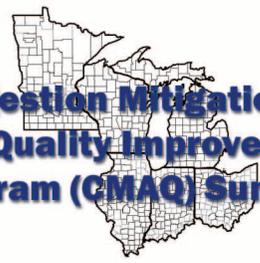


US EPA ARCHIVE DOCUMENT



Background

The Congestion Mitigation and Air Quality Improvement Program (CMAQ):

- o Supports two important goals of the Department of Transportation: improving air quality and relieving congestion.
- o Provides funding for projects and programs that reduce transportation-related emissions in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO) and particulate matter (PM)
- o Is authorized until 2009
- o Has a median annual authorization of \$1.7 billion nationally
- o Is jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

CMAQ Program Prioritizes Diesel Retrofits:

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) directs that States and MPOs will give priority to “diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects.”

CMAQ Guidance can be found at: <http://www.fhwa.dot.gov/environment/cmaq06gm.htm>

CMAQ Clean Diesel Eligibility:

Eligible CMAQ applicants include:

- o Cities
- o Counties
- o Transit and transportation authorities
- o State DOTs
- o Private and nonprofit entities in cooperation with a lead public agency.

Eligible diesel vehicles include:

- o School buses
- o Publicly owned trucks
- o Transit fleets
- o Construction equipment used in transportation projects

Eligible diesel projects include:

- o Engine replacement, repowering, and rebuilding
- o Advanced emission control technologies (including U.S. EPA or California Air Resources Board (CARB) verified particulate matter traps and oxidation catalysts, and other technologies)
- o Cleaner fuels (in limited scenarios)
- o Idle reduction technologies
- o Outreach activities

The federal share for most projects (including retrofits) is 80%. States and localities can require higher matches for public-private partnerships.

Quantifying Diesel Emissions Reductions For Air Quality Planning:

States and MPOs are encouraged to consult with State and local air quality agencies in non-attainment and maintenance areas on the estimated emission reductions from proposed CMAQ programs and projects.

EPA has two guidance documents that can assist in emission reduction calculations:

1. U.S. EPA developed guidance for estimating diesel retrofit emission reductions and for applying the credit in the state implementation plan (SIP) and transportation conformity processes. The guidance can be found at <http://www.epa.gov/otaq/stateresources/transconf/policy.htm#retrofit>.
2. U.S. EPA issued guidance in January 2004 on methods for calculating emissions reduction credits in SIPs and in the transportation conformity process for long-haul truck idle reduction projects. The guidance can be found at www.epa.gov/smartway/idlingimpacts.htm.

For more information about the Midwest Clean Diesel Initiative please visit us on the web at <http://www.epa.gov/midwestcleandiesel> or send us an email at MCDI@epa.gov

