



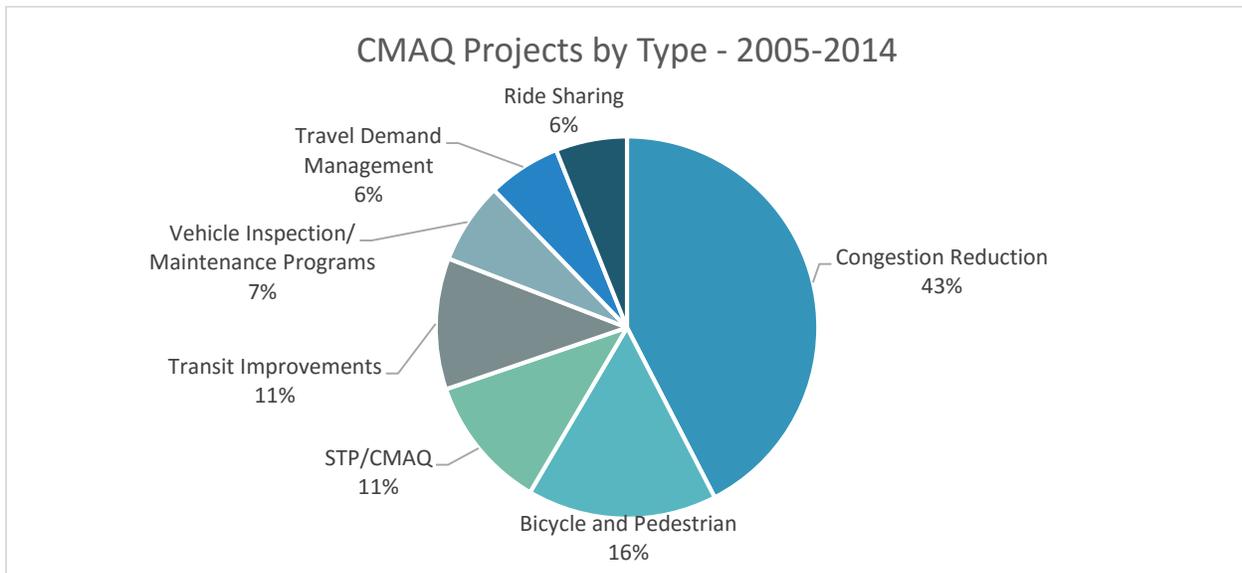
Alternative Fuel Vehicles in CMAQ and STBGP Programs

The Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Block Grant Program (STBGP) programs include eligibility for Alternative Fuel Vehicles (AFVs) and related AFV fueling infrastructure. These programs and their precursors are long established sources of federal transportation funds for States, Metropolitan Planning Organizations (MPOs), and other public and private entities. The passage of the [Fixing America’s Surface Transportation \(FAST\) Act](#) in 2015 introduced several additional provisions related to AFVs that are summarized below.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Background

The CMAQ program was established in 1991 to fund states and regions in meeting the requirements of the Clean Air Act. The FAST Act provides approximately \$2.5 billion annually to continue the CMAQ program. Funding is available to reduce congestion and improve air quality for nonattainment areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter and for former nonattainment areas that are now in compliance (maintenance areas). The chart below shows CMAQ projects by type for the past 10 years of available data as reported by the Federal Highway Administration (FHWA). Many AFV transit vehicle and public fleet purchases as well as AFV fueling infrastructure installations were included in the Transit Improvements and Vehicle Inspection/Maintenance Program categories, which together, represented about 18 percent of the total CMAQ projects in this period.



Source: FHWA CMAQ Public Access System https://fhwaapps.fhwa.dot.gov/cmaq_pub/Reports/Criteria

Alternative Fuel Vehicle Infrastructure Funding

CMAQ-eligible projects include AFV fueling infrastructure for natural gas vehicles (NGVs) and plug-in electric vehicles (EVs), see box below. The FAST Act gives priority to national AFV fueling corridors (see [Section 151 of](#)



[Title 23, United States Code](#)). Note the restriction on commercial activity within interstate rights-of-way remains in place for CMAQ-funded infrastructure ([Section 111 of Title 23, United States Code](#)).

23 USC 149 (c)(2) – ELECTRIC VEHICLE AND NATURAL GAS VEHICLE INFRASTRUCTURE

A State may obligate funds apportioned under section 104(b)(4) for a project or program to establish electric vehicle charging stations or natural gas vehicle refueling stations for the use of battery powered or natural gas fueled trucks or other motor vehicles at any location in the State (giving priority to corridors designated under section 151) except that such stations may not be established or supported where commercial establishments serving motor vehicle users are prohibited by section 111 of title 23, United States Code.

Source: <http://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section149&num=0&edition=prelim>

Alternative Fuel Vehicles for Transit and Public Fleets

CMAQ eligibility includes several opportunities for funding AFV purchases. Prior funded projects have included many CNG bus purchases as well as purchases of AFVs for public fleets, such as maintenance vehicles for state Departments of Transportation (DOTs) and local highway agencies. State DOTs and MPOs should coordinate with air quality agencies before funding these projects as funding proposals need to demonstrate proposed AFVs will reduce emissions. Carsharing projects are CMAQ eligible, which may provide AFV investment opportunities for carsharing fleets.

Private Partnership Opportunities

CMAQ funding is also available to support AFV adoption in private fleets as described in the excerpt below. Only the additional incremental vehicle cost for an AFV compared to a conventionally fueled vehicle is eligible for CMAQ funding for these private vehicle purchases.

23 USC 149 (f)(4) – PARTNERSHIPS WITH NONGOVERNMENTAL ENTITIES – ALTERNATIVE FUEL PROJECTS

In the case of a project that will provide for the use of alternative fuels by privately owned vehicles or vehicle fleets, activities eligible for funding under this subsection -

- (A) may include the costs of vehicle refueling infrastructure, including infrastructure that would support the development, production, and use of emerging technologies that reduce emissions of air pollutants from motor vehicles, and other capital investments associated with the project;
- (B) shall include only the incremental cost of an alternative fueled vehicle, as compared to a conventionally fueled vehicle, that would otherwise be borne by a private party; and
- (C) shall apply other governmental financial purchase contributions in the calculation of net incremental cost.

Source: <http://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section149&num=0&edition=prelim>

Examples of CMAQ funded AFV projects in 2014

- Connecticut - \$2 million for a CNG fueling station in Norwich for public and private fleet use.
- Maryland - \$5.9 million for Montgomery County CNG buses and fueling station.
- Massachusetts - \$2.5 million for MassDOT AFV fleet purchase program.



- New York - \$5.8 million for E85 and B20 fueling infrastructure in Monroe County.
- North Carolina - \$37,000 for a public fleet electric vehicle and charging station.
- Ohio - \$5.1 million for purchasing 6 electric trolley buses for the Greater Dayton Regional Transit Authority.

Surface Transportation Block Grant Program (STBGP)

Background

The FAST Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Annual funding for this program is estimated to increase from \$11.1 billion in FY2016 to \$12.1 billion in FY2020. Project funding generally requires a 20 percent non-federal match, but there are exceptions allowing 100 percent federal funding for certain interstate, safety, and freight projects. States may transfer up to 50 percent of their annual STBGP funds to the CMAQ program, providing additional flexibility in funding different types of AFV projects.

STBGP Eligible AFV Activities

The STBGP program includes a number of eligible AFV investments, including:

- Transit capital projects, such as AFV purchases;
- Natural gas vehicle and electric vehicle fueling infrastructure at park and rides;
- Transportation control measures eligible under Clean Air Act, such as anti-idling equipment;
- Port terminal intermodal facilities, including AFV-related infrastructure; and
- Costs associated with administering public-private partnerships, such as a state office to assist in design, implementation, and oversight of these programs.

Links to More Information on CMAQ and STBGP

[CMAQ Program Website](#)

[CMAQ Program as described in Section 149 of Title 23, United States Code](#)

[STBGP Program as described in Section 133 of Title 23, United State Code](#)

[Federal Highway Administration FAST Act Summary](#)

This factsheet was developed as part of the Deployment of Alternative Vehicle and Fuel Technologies initiative, a joint project of Oregon Department of Transportation and other state DOTs, along with the U.S. Department of Transportation's Federal Highway Administration. The initiative is being supported by The Cadmus Group, Atlas Public Policy, and Vermont Energy Investment Corporation. Visit www.altfueltoolkit.org for more information.