



CMAQ

Congestion Mitigation and Air Quality
Improvement Program

Michigan Department of Transportation CMAQ 2020 Program Guidance

February 2021

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Disclaimer

This document contains information prepared by the **CMAQ CFP Committee** on how the Michigan Department of Transportation (MDOT) administers the Federal Highway Administration’s (FHWA’s) CMAQ program and summarizes formal program guidance issued by FHWA. The most recent comprehensive guidance and requirements for CMAQ can be found online at https://www.fhwa.dot.gov/Environment/air_quality/cmaq/policy_and_guidance/.

The purpose of this document is to provide information to government agencies that participate in the CMAQ Program. This document should be used as a resource for all individuals who will submit projects to MDOT through the Call for Projects (CFP) for review and determination of eligibility for federal aid under the CMAQ program. All other federal aid guidelines must be followed to ensure projects are authorized and delivered in a timely manner.

This is intended to be a living document and will be updated with revisions and corrections as needed. Questions, comments, and suggested changes to the document will be taken into consideration. Please direct those to Matthew Galbraith, CMAQ Program Manager, via e-mail at galbraithm2@michigan.gov or by calling 517-335-2938.

MDOT specific CFP guidance, estimated funding tables, and calculation tools are found on the Department’s CMAQ webpage, located at www.michigan.gov/CMAQ.

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Program Purpose

The CMAQ program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (42 U.S.C. Paragraph 7506 Section 176(c)). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter-nonattainment areas and for areas that were out of compliance but have now met the standards-maintenance areas (See Tables 1,2, and 3 on page 13-14).

MDOT's strategy aligns with the overall purpose of the program. MDOT allocates CMAQ funds to eligible counties based on nonattainment/maintenance designations and county populations. There is no local project selection process used at the state level. Applicants are required to work with Metropolitan Planning Organizations (MPOs) or Regional Planning Agencies (RPAs) in selecting projects that are the most cost-effective in reducing congestion and transportation related emissions. Projects that produce little emissions reduction at a high cost should be avoided.

Priority for Use of CMAQ Funds

The Moving Ahead for Progress in the 21st Century Act (MAP-21), and most recently, the Fixing America's Surface Transportation Act (FAST Act), directs MDOT to use a portion of its CMAQ funds for projects that reduce particulate matter (PM 2.5) in areas designated as nonattainment and maintenance for PM 2.5. PM 2.5 designated areas are listed by county in Table 1 on page 13.

Annual Apportionments of CMAQ Funds to States

CMAQ Apportionments and State Allocation

Each year, after a set-aside amount for MDOT and Local Traffic Operation Centers (TOCs), Freeway Courtesy Patrol, and the MichiVan rideshare program, Michigan's remaining CMAQ apportionment is allocated to eligible counties based on their percentage of the total population for all eligible counties in the state.

The amount of CMAQ funding allocated to each agency can be found in the Call for Projects letter and on MDOT's CMAQ website at: www.michigan.gov/CMAQ.

Federal Share and State/Local Match Requirements

The federal share for CMAQ funds is governed by 23 U.S.C. 120. It is generally 80 percent, subject to the upward sliding scale adjustment for states containing public lands. Transit projects are also funded at 80 percent federal share. Certain safety projects that include an air quality or congestion relief component, as provided in 23 USC 120(c), may have a federal share of 100 percent. These projects include rideshare

projects, traffic signal improvements that include actuation, roundabouts, and rideshare programs. This provision is limited to 10 percent of the total funds apportioned to a state under 23 U.S.C. 104.

Geographic Areas Eligible to use CMAQ Funds

Eligible Areas

All projects submitted for CMAQ funding must be located within a nonattainment or maintenance area as defined under NAAQS. Eligible areas are listed by county in Tables 1, 2, and 3 on page 13-14.

Who is Eligible to Apply for Funds?

In Michigan, only agencies who receive Federal aid under Michigan Act 51 of 1951 (as amended) can apply for CMAQ funding. This includes the following agencies: MDOT, County Road Commissions, Cities/Villages, and Public Transit Agencies. Metropolitan Planning Organizations (MPOs) or Regional Planning Agencies (RPAs) may receive federal aid through a Transportation Work Authorization (TWA) or an agreement with MDOT.

Ineligible agencies include but are not limited to the following: townships, private companies, universities/colleges, local school districts, county general government departments, public libraries, certain federal and state agencies, and non-profits. These agencies may request sponsorship from an eligible agency. In these instances, a third-party contractual agreement documenting sponsorship must be submitted with the application.

In cases where there is more than one agency sponsoring a project, a lead agency must be identified to receive the CMAQ funds to manage the project.

Project Eligibility Provisions

Project Eligibility: General Conditions

All projects submitted for CMAQ funding must be located within or improve the air quality of a nonattainment or maintenance area as described by the NAAQS. The project must benefit the nonattainment or maintenance area by contributing to the reduction of mobile source emissions.

Road projects must be located on a Federal-aid eligible route or on an adjacent road *and* related to the Federal-aid eligible route. The MDOT Physical Reference (PR) Finder website is helpful to assist the applicant in confirming that the route is eligible for Federal-aid and can be accessed online at

<http://www.mcgi.state.mi.us/prfinder/MCGI.aspx>. Specific uses include:

Capital Investment:

- a. CMAQ funds may be used to establish new or expanded transportation projects or programs that reduce emissions, including capital investments in transportation infrastructure, congestion relief efforts, or other capital projects.

Operating Assistance:

- a. Operating assistance is limited to new transit, commuter and intercity passenger rail services, intermodal facilities, travel demand management strategies (including TOCs), inspection and maintenance programs, and the incremental cost of expanding these services.
- b. In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds for operating assistance, as these projects no longer represent additional net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the states. Since facility maintenance is akin to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or perpetual support.
- c. Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance.
- d. When CMAQ funds are used for operating assistance, non-federal share requirements still apply.
- e. With the focus on start-up and recognizing the importance of flexibility in the timing of financial assistance, the three years of operating assistance allowable under the CMAQ program may now be spread over a longer period, for a total of up to five sequential years of support. Grantees who propose to use CMAQ funding for operating support may spread the third-year amount (an amount not to exceed the greater of year one or two) across an additional two years (i.e. years four and five). This will provide an incremental, taper-down approach while other funding is used for a higher proportion of the operating costs as needed. The table below provides examples of possible funding allocations. At the end of the five-year period, operating costs would have to be maintained with non-CMAQ funding. It is anticipated that this may enable a transition to more independent system operation. The amounts which apply to years one and/or two are established at the discretion of the state or local sponsor.

Example Allocations of CMAQ Funds for Operating Assistance

| Example | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Total |
|----------------|---------------|---------------|---------------|---------------|---------------|--------------|
| A | \$300 | \$300 | \$200 | \$50 | \$50 | \$900 |
| B | \$300 | \$300 | \$100 | \$100 | \$100 | \$900 |
| C | \$100 | \$400 | \$200 | \$100 | \$100 | \$900 |

- f. Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

Emission Reductions:

- a. Air quality improvement includes contribution to attainment, reduction in pollution, air quality benefits, and others. CMAQ-invested projects or programs must reduce carbon monoxide (CO), ozone precursor gases, such as nitrogen oxides (NOx) and volatile organic compounds (VOCs), and particulate matter (PM) emissions from transportation sources. These reductions must contribute to

the area's overall clean air strategy and be demonstrated by the emissions calculations that are required as part of the project submittal. States and MPOs may also consider the ancillary benefits of eligible projects, including greenhouse gas reductions, congestion relief, safety, or other elements, when using CMAQ funds. However, such benefits alone do not establish eligibility.

- b. It is not an accepted practice that the project sponsor mix in non-air quality beneficial elements with air quality beneficial elements in hopes that the combination will realize a net air quality improvement. Each individual project line item will be evaluated on its own merit relative to air quality benefits and air quality positive practices should not be expected to carry those practices not providing air quality improvement. Project sponsors are responsible for demonstrating how all elements contained in a proposed project will provide an air quality beneficial effect.

Planning and Project Development:

- a. Activities in support of eligible projects may be eligible for CMAQ funds. Studies that are part of the project development pipeline (e.g., preliminary engineering) under the National Environmental Policy Act (NEPA) are eligible for CMAQ funds.
- b. General studies that fall outside specific project development do not qualify for CMAQ funding. Examples of such efforts include major investment studies, commuter preference studies, modal market polls or surveys, transit master plans, and others similar efforts. These activities are eligible for Federal planning funds.
- c. When using CMAQ funds for project development, applicants should plan to obligate the entire budgeted amount necessary to carry out this phase of the project.

Specific Eligible Projects and Programs

For a complete list, please visit MDOT's website at www.michigan.gov/CMAQ or <https://www.fhwa.dot.gov/map21/guidance/>

Intelligent Transportation Systems (ITS):

- a. Funding is available for establishment or operation of a traffic monitoring, management, and control facility, including the installation of advanced truck stop electrification systems. Applications for funding of TOC operations must include the physical address of the TOC. For more information, please refer to the document titled, 'Guidance for Operating Assistance for Traffic Operations Center'.
- b. Improvements to transportation systems management and operations that mitigate congestion and improve air quality such as ITS implementation are also eligible. This includes efforts to improve incident and emergency response or mobility (such as through real time traffic, transit and multimodal traveler information).

Transportation Control Measures (TCMs):

- a. Examples of transportation control measures include, but are not limited to:
 - Programs for improved public transit
 - Restriction of certain roads or lanes for passenger bus or HOV

- Shared ride services
- Pedestrian/bicycle facilities
- Flexible work schedules

Alternative Fuels:

- a. Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities.

Congestion Reduction and Traffic Flow Improvements:

- a. Examples of traffic flow improvements include, but are not limited to:
 - Traffic signal optimization
 - Traffic signal modernization with interconnection or actuation
 - Intersection improvements
 - Roundabouts
 - Adding of turning lanes
 - Limited weave/merge lanes on freeways
- b. A Synchro model is needed if there are capacity changes or intersection improvements. Additionally, road diets will require additional traffic engineering model/analysis to confirm the project will not create or increase vehicle congestion due to reducing road capacity and/or reducing air quality.
- c. Projects that improve aesthetics or non-standard supports for aesthetic purposes are not eligible for CMAQ funding. Aesthetic enhancements to otherwise eligible CMAQ funded projects may be included as non-participating local contributions.
- d. Traffic signal systemization projects should indicate “coordination/timing” and/or “interconnect”.

Transit Improvements:

- a. Transit investments include transit vehicle replacement and expansion acquisitions, construction of new facilities, or improvements to facilities that increase transit capacity, and will result in an increase in transit ridership, as well as, reduction in congestion.
- b. Operating assistance to introduce new transit service or expand existing transit service is eligible, however, limited to three years of potential CMAQ funding.

Bicycle and Pedestrian Facilities and Programs:

- a. Examples of eligible non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle (SOV) travel include:
 - Shared use pathways, sidewalk and bicycle lane projects will be reviewed on a case-by-case basis. MDOT will consider shared use pathways and sidewalks if the value to commuting, connections to employment centers, retail or dining establishments and transit service can be made.
 - As the purpose of these projects is to reduce SOV travel, MDOT will not fund multiple projects within the same corridor (i.e. bicycle and pedestrian facilities that are parallel and follow near a facility or route that is not at full capacity).

- Any project that reduces road capacity for the purpose of installing non-motorized facilities will require a traffic engineering model/analysis to confirm the project will not create or increase vehicle congestion thus reducing air quality.
- Fixed bicycle racks, bicycle racks on transit vehicles and equipment purchases related to bicycle share systems may also be eligible if they meet Buy America and other federal provisions.

When submitting applications for bicycle or pedestrian facilities, the projects must comply with Title II of the Americans with Disabilities Act (ADA). Projects must also be designed to the latest standards for bicycle and pedestrian facilities as outlined in the respective American Association of State Highway and Transportation Officials (AASHTO) publications. This includes but is not limited to off-roadway pathways with minimum 10 feet width and a minimum of 2 feet clear zone on each side. The standards for bridges or boardwalks include a minimum 14 feet width between rub rails. For roadways with no curb and gutter, the standard for minimum width is 4 feet on each side of the road. If parking is permitted, the minimum standard width for bike lanes is 5 feet. Projects must also be designed and constructed in accordance with the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

In very rare circumstances, a reduced width of 8 feet may be used where the following conditions prevail:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Horizontal and vertical alignments provide safe and frequent passing opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.

Travel Demand Management (TDM):

- Eligible projects or programs would shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others.
- These projects should include a complete description of activities that will be covered by CMAQ funding as they may need to be divided into multiple job numbers for reporting purposes.

Public Education and Outreach Activities:

- Public education and outreach activities educate the public, community leaders, and potential project sponsors about connections among trip making and transportation mode choices, traffic congestion, and air quality. These activities can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.

Carpooling and Vanpooling:

- a. Carpooling and vanpooling, also known as “rideshare”, activities may be funded with up to 100 percent federal funding, with limitations.
- b. These activities are designed to increase the use of carpools and vanpools. Capital expenses, marketing of rideshare programs, and carpool matching programs and software are eligible.

Diesel Engine Retrofits:

***Diesel Engine Retrofit projects require a Buy America waiver approval from FHWA.** However, FHWA is not currently reviewing or granting Buy America Waivers due to Presidential Executive Order.

- a. Acquisition of diesel retrofits include tailpipe emissions control devices and the provision of diesel-related outreach activities.
- b. MDOT will fund the replacement of the vehicle cab and chassis.
- c. The vehicle must be at least five years old and must be in current use.
- d. Verification of current usage is required and can be satisfied by submitting a copy of the vehicle’s current registration.
- e. If the replacement is diesel to alternative fuel, MDOT/CMAQ program funds will participate by funding the incremental cost of a new similar diesel vehicle.
- f. The agency will be responsible for funding additional costs to convert to alternative fuel.

For more information on diesel engine retrofits, please refer to ‘Guidance for Non-transit Diesel Engine Retrofit Projects’ on MDOT’s CMAQ website at www.michigan.gov/CMAQ.

Ineligible Activities

Projects that do not benefit air quality are not eligible for CMAQ funding. No funds may be used to add capacity. Routine maintenance projects (highway or transit), replacement of any vehicles without improved emission, or individual single traffic signal replacements without justification are also ineligible for CMAQ funds. CMAQ funding also may not be used on projects which are not located in or do not show an emissions benefit within a nonattainment or maintenance area.

A more detailed list of activities that are ineligible for CMAQ funding is located on page 2 of the document titled ‘Typically Eligible and Ineligible CMAQ Projects’ located on MDOT’s CMAQ website.

Project Selection Process: General Conditions

Air Quality Analysis

1. Quantitative Analysis:

- a. An emissions calculation must be conducted for each project.
- b. The calculation includes the expected emission benefit, which is classified as a reduction of emissions, and the cost-benefit calculation, which is the cost per Kilogram over the life of the project.

- c. The applicant must include the calculation of each pollutant within the affected nonattainment or maintenance area. Applicants should use the FHWA CMAQ Emissions Calculator Toolkits located at https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/index.cfm.

2. Qualitative Assessment:

- a. Federal guidance requires a quantitative analysis when technically feasible but allows a qualitative analysis if the sponsor lacks the skills or equipment necessary to measure emissions.
- b. A qualitative analysis explains how the project would lower emissions without specifying the amount.
- c. Qualitative assessments should consider project impacts on traffic volumes, speeds, vehicle mix, traffic routing, SOV reduction, and expected changes in mobile source emissions.
- d. Qualitative analyses should also discuss the overall downward trend in forecasted mobile source emissions.

Call for Projects

MDOT conducts a Call for Projects for Local programs. Projects are submitted using a Draft Job in JobNet. Information on the CMAQ Call for Projects is available on the MDOT CMAQ website.

Projects reviewed by the CMAQ CFP Committee and deemed eligible for CMAQ funding have conditional approval based on the scope of work, which consists of a description of work, project location, budget, and schedule. This conditional approval applies to all phases of the project. Any change to the scope after approval requires processing a change request on MDOT's MAP database, may warrant a new eligibility determination review, and may require changes to the state transportation improvement plan (S/TIP). The change process may delay project authorization. Applicants will be required to submit justification for approval of high cost – low emissions reducing projects.

For areawide projects, or projects with multiple locations (i.e. citywide, MPO-wide, regionwide), the project information can be listed together. Please include details on the locations in the additional comments field of JobNet.

Program Administration

Project Prioritization

MPO & Local Agency Responsibilities:

- a. Applications for CMAQ funding must follow the statewide and metropolitan planning processes prior to submittal for eligibility determination. Agencies should develop a CMAQ project selection and prioritization process.
- b. Agencies must ensure that approved projects are included in the appropriate year's S/TIP prior to requesting obligation of funds. Transit projects must be included in the S/TIP for the year the funds will be requested from the Federal Transit Administration (FTA). Local agencies can contact the Local

Agency Programs (LAP) office at (517) 373-7680 to request obligation. Transit agencies should contact the Office of Passenger Transportation at (517) 335-4971.

State Responsibilities:

- a. In Michigan, MDOT and FHWA determine the eligibility of all CMAQ projects.
- b. The CMAQ CFP Committee, a multi-disciplinary committee of subject matter experts consisting of state program managers, local agency program engineers and planners, and representatives from FHWA, evaluates each application.
- c. The CMAQ Program Manager or a committee member will follow up with coordinating agency and/or applicants if additional information is required to determine eligibility.

Program Delivery

1. Programming Projects to JobNet:

- a. All projects must be submitted via the JobNet Draft Job. Applicants must include the corresponding emission worksheet(s) for each project as a PDF attachment to the Draft Job. Use the FHWA Emissions Calculator Toolkit for all available project types. Additional Emission Forms are available in the drop-down menu on the MDOT CMAQ Web site for remaining project types not available through the FHWA Emissions Calculator Toolkit. The form should reflect the total project (all phases) cost. Cost-Per-Emission Benefit calculations are based on the total project cost.
- b. A biddable work description is important when completing the Draft Job for the route, location, and work description. Keep in mind this is how your project will be listed in the Statewide Transportation Improvement Program (STIP) or Metropolitan Transportation Improvement Program (TIP) documents. Projects must be included in the approved STIP/TIP before funds can be obligated.
- c. A “qualifiable benefit” for use of CMAQ funds is necessary in the JobNet Reason field. This should include a summary why the project is submitted for CMAQ and the expected benefit the project will bring. The justification should reflect the overall goals of the CMAQ Program. Incomplete information and/or incorrect or missing emissions documents will delay the review process and could jeopardize ability to secure funding.
- d. Follow local Metropolitan Planning Organization (MPO) or Regional Planning Agency (RPA)/Rural Task Force (RTF) requirements for preliminary eligibility review, project prioritization, and public involvement. See the Additional Items Needed for Eligibility Determination link on the MDOT CMAQ web site at www.michigan.gov/CMAQ

2. Requesting Obligation:

- a. MDOT projects are obligated through internal system requests made by the MDOT project manager. Transit funds are transferred, or “flexed,” from FHWA to the FTA. MDOT does not award the federal share as a conventional grant but provides the funds on a reimbursable basis.

3. Advancing Construction:

- a. Advance Construction (AC) is defined in U.S.C. Title 23, Sec. 115 as obligation of funds without the use of Federal-aid or Federal-aid authority and being reimbursed (AC conversion) for those funds in a later year.
- b. The agency is responsible for funding the project and will be reimbursed in a later year for eligible expenses if Federal aid is available.
- c. Projects funded with additional CMAQ funds above an agency's annual allocation is not considered advance construction as they count against the current year's federal aid obligation authority. Agencies must remain constrained to the available allocation to ensure all projects are delivered.

Federal Agency Responsibilities and Coordination

1. Program Administration:

- a. FHWA administers the obligation or authorization of funds from the CMAQ program for road and highway projects.
- b. The FTA administers transit projects. When ready to be obligated, the CMAQ funds for transit projects will be "flexed" from FHWA to FTA. Transit agencies should ensure timely submittal of documentation to the Office of Passenger Transportation for their projects to be executed on time. This includes the projects being included in the appropriate S/TIP.

2. Eligibility Determinations:

- a. The responsibility of determining eligibility has been delegated to the CMAQ CFP Committee in cooperation with FHWA. Experimental pilot projects, public-private partnerships, or new projects which have not been funded in Michigan in the past may require additional FHWA review.
- b. If a project is deemed ineligible, the applicant may request specific information as to how the determination was made from the project review committee.

Annual Reports

At the close of the fiscal year, the CMAQ Program Manager will compile all data necessary to submit an annual report to FHWA. The report documents how CMAQ funds were used during the fiscal year, including initial obligations, increases, and de-obligations. All emission calculations are also included in the report. This report is required by federal law.

Appendix

Table 1. Michigan Maintenance Areas for 2006 PM 2.5 Standard Designations

| County | Area |
|----------------|-----------------------|
| Livingston Co. | Detroit-Ann Arbor, MI |
| Macomb Co. | Detroit-Ann Arbor, MI |
| Monroe Co. | Detroit-Ann Arbor, MI |
| Oakland Co. | Detroit-Ann Arbor, MI |
| St Clair Co. | Detroit-Ann Arbor, MI |
| Washtenaw Co. | Detroit-Ann Arbor, MI |
| Wayne Co. | Detroit-Ann Arbor, MI |

Table 2. Michigan Nonattainment Areas for 2015 Ozone Standard Designations

| County | Area |
|----------------|-----------------------|
| Allegan Co. | Allegan Co., MI |
| Berrien Co. | Benton Harbor, MI |
| Livingston Co. | Detroit-Ann Arbor, MI |
| Macomb Co. | Detroit-Ann Arbor, MI |
| Monroe Co. | Detroit-Ann Arbor, MI |
| Muskegon Co. | Muskegon, MI |
| Oakland Co. | Detroit-Ann Arbor, MI |
| St Clair Co. | Detroit-Ann Arbor, MI |
| Washtenaw Co. | Detroit-Ann Arbor, MI |
| Wayne Co. | Detroit-Ann Arbor, MI |

Table 3. Michigan Former Nonattainment or Maintenance Areas for 1997 Ozone Standard Designations

| County | Area |
|---------------|----------------------------|
| Allegan Co. | Allegan Co., MI |
| Benzie Co. | Benzie Co., MI |
| Berrien Co. | Benton Harbor, MI |
| Calhoun Co. | Kalamazoo-Battle Creek, MI |
| Cass Co. | Cass Co., MI |
| Clinton Co. | Lansing-East Lansing, MI |
| Eaton Co. | Lansing-East Lansing, MI |
| Genesee Co. | Flint, MI |

| | |
|----------------|----------------------------|
| Huron Co. | Huron Co., MI |
| Ingham Co. | Lansing-East Lansing, MI |
| Kalamazoo Co. | Kalamazoo-Battle Creek, MI |
| Kent Co. | Grand Rapids, MI |
| Lapeer Co. | Flint, MI |
| Lenawee Co. | Detroit-Ann Arbor, MI |
| Livingston Co. | Detroit-Ann Arbor, MI |
| Macomb Co. | Detroit-Ann Arbor, MI |
| Mason Co. | Mason Co., MI |
| Monroe Co. | Detroit-Ann Arbor, MI |
| Muskegon Co. | Muskegon, MI |
| Oakland Co. | Detroit-Ann Arbor, MI |
| Ottawa Co. | Grand Rapids, MI |
| St Clair Co. | Detroit-Ann Arbor, MI |
| Van Buren Co. | Kalamazoo-Battle Creek, MI |
| Washtenaw Co. | Detroit-Ann Arbor, MI |
| Wayne Co. | Detroit-Ann Arbor, MI |