

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

Action  Information

MEAD Number:  
201700

Resolution:  
 Yes  No

**TITLE:**

Authorization to Apply for VA CMAQ Funding

**PRESENTATION SUMMARY:**

This item authorizes the GM/CEO to apply for \$12.2 million of FY2022 federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to purchase 12 hybrid-electric buses. Virginia CMAQ funds are allocated through an annual process managed by the Northern Virginia Transportation Authority (NVTA). The required match to the federal funds will be provided by Virginia. The NVTA application process requires a Resolution of Support for the application from the Board.

**PURPOSE:**

Seek Board approval to authorize the GM/CEO to apply for \$12.2 million in CMAQ funding from NVTA to purchase 12 replacement buses in FY 2022.

**DESCRIPTION:**

**Key Highlights:**

- The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal grant program that funds transportation projects that improve air quality or reduce congestion in designated air quality non-attainment areas.
- CMAQ funds are apportioned to each state. The Virginia Commonwealth Transportation Board (CTB) manages programming and project selection through Metropolitan Planning Organizations. The designated state MPO in Northern Virginia is the Northern Virginia Transportation Authority (NVTA).
- CMAQ awards are generally awarded with 80 percent federal funding. The 20 percent local match for transit projects in Virginia is provided by CTB through the Department of Rail and Public Transportation (DRPT).
- WMATA has historically used Virginia CMAQ funds to support its annual bus replacement program. WMATA has generally been awarded \$2-\$5 million per year for bus purchases.
- Staff recommends submitting an application for \$12.2 million to purchase 12 new hybrid-electric buses.

## **Background and History:**

The federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds transportation projects that improve air quality and reduce congestion in areas that do not attain National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), or particulate matter (PM). The National Capital Region is a designated non-attainment zone.

CMAQ funds are apportioned to states according to the severity of each state's air quality issues in relation to NAAQS. In Virginia, the Commonwealth Transportation Board (CTB) further allocates those funds to designated Metropolitan Planning Organizations (MPOs) for programming and project selection. MPOs are responsible for establishing a competitive project evaluation process, soliciting project ideas, scoring projects, and making recommendations to the CTB. The body designated for this purpose in Northern Virginia is the Northern Virginia Transportation Authority (NVTA).

In 2011, CTB required that CMAQ funds be programmed in six-year blocks, with each successive annual allocation used to program the final year of each updated, statewide Six-Year Improvement Program (SYIP). Grant awards for transit projects typically include 80 percent federal funding, with a 20 percent local match provided by the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT). The current cycle of CMAQ funding will be used to program FY2022 of the FY2017-2022 SYIP.

## **Discussion:**

In October 2015, NVTA issued a call for projects for FY 2022 CMAQ funding. WMATA has a record of success in using CMAQ funds to support its annual bus replacement program. WMATA has typically been awarded approximately \$2 million to \$5 million per year for bus purchases.

In order to use any CMAQ funds that may be awarded, Metro will need to adopt an FY2017-2022 Capital Improvement Program (CIP) that includes the replacement buses and ultimately execute a contract with DRPT to use the 20 percent local match provided by Virginia.

This resolution will authorize the GM/CEO to apply for CMAQ funds through NVTA. It will not obligate Metro or Compact jurisdictions to include the project in the CIP, to use the funds, or to match the funds.

## **FUNDING IMPACT:**

There is no immediate impact to funding. If authorized, WMATA intends to submit a request for FY2022 CMAQ funding in the amount of \$12,200,000. The federal portion will be eighty percent (\$9,760,000). The twenty percent local match (\$2,440,000) will be provided by the Commonwealth of Virginia. The CTB may award less than the requested amount at its own discretion, which would reduce the number of buses purchased with the federal and state CMAQ funds. If the CTB does not allocate any CMAQ funds for this project, and Metro adopts an FY2017-2022 CIP that includes the replacement buses, that future year capital cost would need to be funded by another source.

Project Manager:	Mark Schofield
Project Department/Office:	OMBS

**TIMELINE:**

<b>Previous Actions</b>	None
<b>Anticipated actions after presentation</b>	WMATA's application for bus replacement funds will be evaluated and scored by NVTA in early 2016. Notices of awards will be distributed by approximately March 2016. If WMATA is awarded funding and approves an FY2017-2022 CIP that includes the project, then upon approval of the CIP WMATA will request an update to the regional Transportation Improvement Program (TIP). In FY2022, WMATA will execute a contract with the Virginia Department of Rail and Public Transportation (DRPT) to draw down the federal CMAQ funds and to use the 20 percent local match provided by Virginia.

**RECOMMENDATION:**

Board approval to authorize the GM/CEO to apply for \$12.2 million in CMAQ funding from NVTA to support the annual bus replacement program in FY2022.

**PRESENTED AND ADOPTED: January 28, 2016**

**SUBJECT: AUTHORITY TO APPLY FOR CONGESTION MITIGATION AND AIR QUALITY PROGRAM GRANT FUNDING**

**2016-03**

**RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Federal Transit Administration (FTA) has made available grant funding on a matching basis for projects designed to reduce single occupancy vehicle trips and make transportation less impactful on the environment under the Congestion Mitigation and Air Quality (CMAQ) Program; and

WHEREAS, Local jurisdictions have obtained CMAQ grant funding, for which WMATA may propose an eligible project; and

WHEREAS, The local jurisdictions responsible for selecting the projects to be supported by grant funds also provide the local match necessary for the use of the CMAQ grant funds; and

WHEREAS, WMATA has identified certain projects that are eligible for CMAQ funding; and

WHEREAS, The local jurisdictions responsible for CMAQ funds require express approval from the Board as a part of WMATA's application for the CMAQ funding; now, therefore, be it

*RESOLVED*, That the Board of Directors authorizes the General Manager/Chief Executive Officer or the Chief Financial Officer (CFO) or a delegate of either to file applications to use CMAQ funds and all related filings and required documentation with the local jurisdictions; and be it further

*RESOLVED*, That if WMATA's applications for CMAQ funding are successful, the CFO will return to the Board of Directors to update the six-year Capital Improvement Program (CIP) to reflect the CMAQ-funded projects; and be it finally

*RESOLVED*, That this Resolution shall be effective 30 days after its passage by the Board of Directors in accordance with § 8(b) of the WMATA Compact.

**Motioned by Mr. Goldman, seconded by Mr. Corcoran**

**Ayes: 8 – Mr. Downey, Mr. Goldman, Mrs. Hudgins, Mr. Evans, Mr. Costa, Mr. Corcoran, Ms. Harley and Mr. Price**

Reviewed as to form and legal sufficiency,



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Mark R. Pohl  
Acting General Counsel

File Structure No.:  
4.4.2 Grant Applications