

Congestion Mitigation and Air Quality Improvement (CMAQ) Program



U.S. Department of Transportation
Federal Highway Administration



Public-Private Partnerships

A public-private partnership is an agreement between a government agency and non-government organization to work together to accomplish a goal that benefits both the taxpaying public and the private partner.

The agreement between the parties must specify the intended use of the CMAQ funding, the roles and responsibilities of the participants, any cost-sharing arrangements among participants for capital investments and operating expenses, and who takes ownership of any physical property. Eligible public partners include metropolitan planning organizations (MPOs), State or local transportation departments (DOTs), transit providers, and any other organization that can accept Federal transportation funds.

Benefits of Public-Private Partnership

A private partner can be a company or other non-government entity that wishes to deliver transportation-related projects to reduce emissions, but may not be able to bear the full cost of the project. By partnering with a public agency, a private entity can access technical and regulatory expertise, receive public acknowledgement for its contribution, and benefit from Federal CMAQ funds.

Public agencies can gain environmental benefits, technical expertise and financial assistance by partnering with others that are interested in air quality and congestion mitigation.

A variety of projects lend themselves to partnerships, including fleet conversions to alternative fuels, intermodal freight facilities, and ferry services, to name a few. To be eligible for CMAQ funds, a partnership project must reduce transportation emissions in nonattainment or maintenance areas. Such projects generally reduce emissions by reducing vehicle travel, or by lowering vehicle emissions directly.

Public-Private Projects CMAQ Eligibility

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Examples of Successful Public-Private Partnerships

Auburn, ME: Owned by the City of Auburn and leased to an intermodal transportation firm, the Intermodal Freight Transfer Facility is expected to redirect substantial truck traffic to rail. The construction of the facility cost approximately \$2.3 million in CMAQ funds, \$600,000 in local funds, and \$200,000 in private funds.

- *Estimated emission reductions (first phase): 7 kg/day VOC and 77 kg/day NO_x*

Knoxville, TN: The Knoxville Regional Transportation Planning Organization partnered with an idle reduction firm and used \$1 million in CMAQ funds to install 100 advanced truck stop electrification units to stop diesel engines idling along I-40/I-75.

- *Estimated emission reductions: 25 kg/day CO, 60 kg/day NO_x, 1.6 kg/day PM, and 3 kg/day VOC*

Houston, TX: The Houston-Galveston Area Councils Alternative Fuel Vehicle Program (AFVP) provides funding to government and private entities to assist them in purchasing and using alternative fuel vehicles. \$2.5 million in CMAQ funding were used.

- *Estimated emission reductions: 197 kg/day O₃*

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For more information, please contact:

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