



Congestion Mitigation and Air Quality

What is CMAAQ?

- Provides funding for transportation projects and programs that help improve air quality and reduce congestion.
- Projects should support efforts to meet NAAQS under the Clean Air Act in nonattainment and maintenance areas for carbon monoxide, ozone and particulate matter.



3 Elements of CMAQ

- Transportation
- Emissions Reductions
- Nonattainment (NA) or Maintenance (M) area

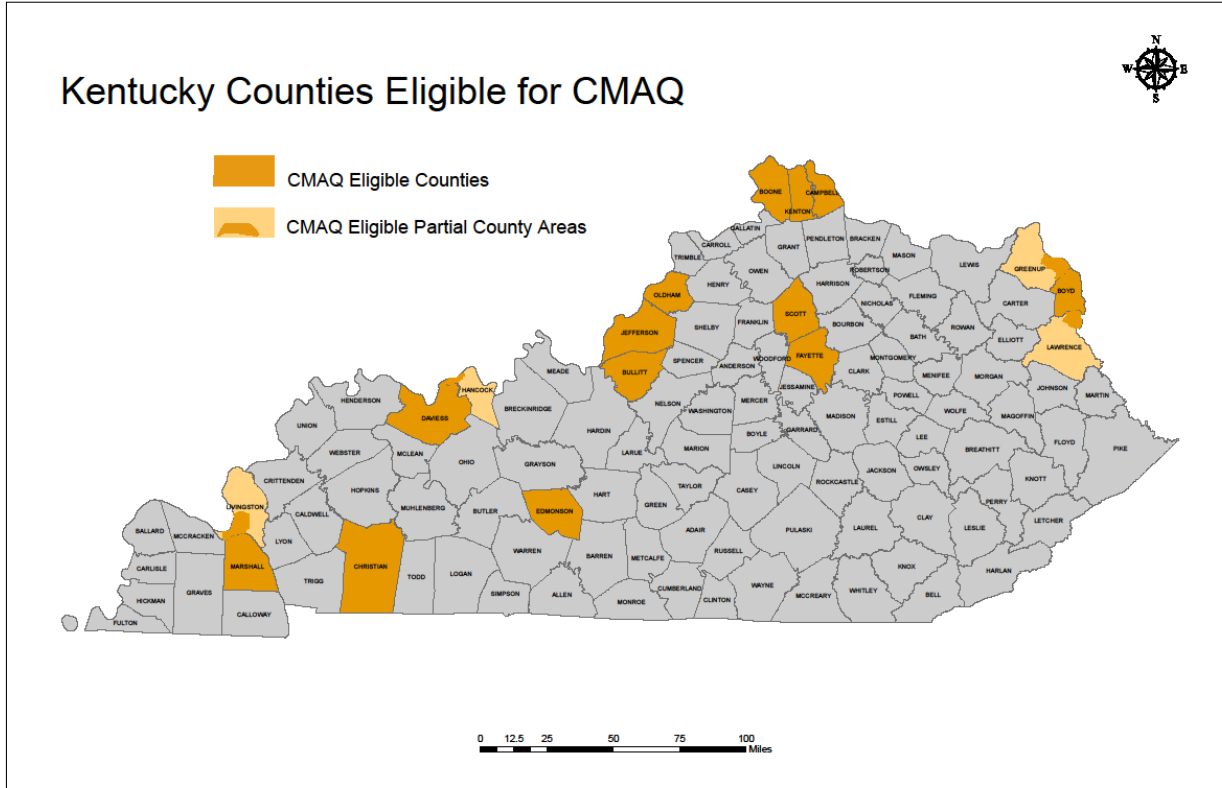


CMAQ-Eligible Areas

- CMAQ funds can be used only in areas that are either maintenance or nonattainment areas
- Maintenance-were out of compliance with NAAQS for these pollutants but now meet the standards
- Nonattainment-areas where pollution levels exceed NAAQs



KY Eligible CMAQ Areas



Eligible Applicants

- State and local government agencies
- Non profits and private sector entities can partner with an eligible sponsor



Range of Eligible Projects

- Diesel Retrofits
- Idle reduction technology
- Traffic flow improvements
- Demand management
- Bicycle/Pedestrian
- Freight services
- Anti-idling facilities
- Transit improvements
- Shared ride services
- Alternative fuels
- Inspection & maintenance programs
- Experimental pilot projects
- Public Outreach

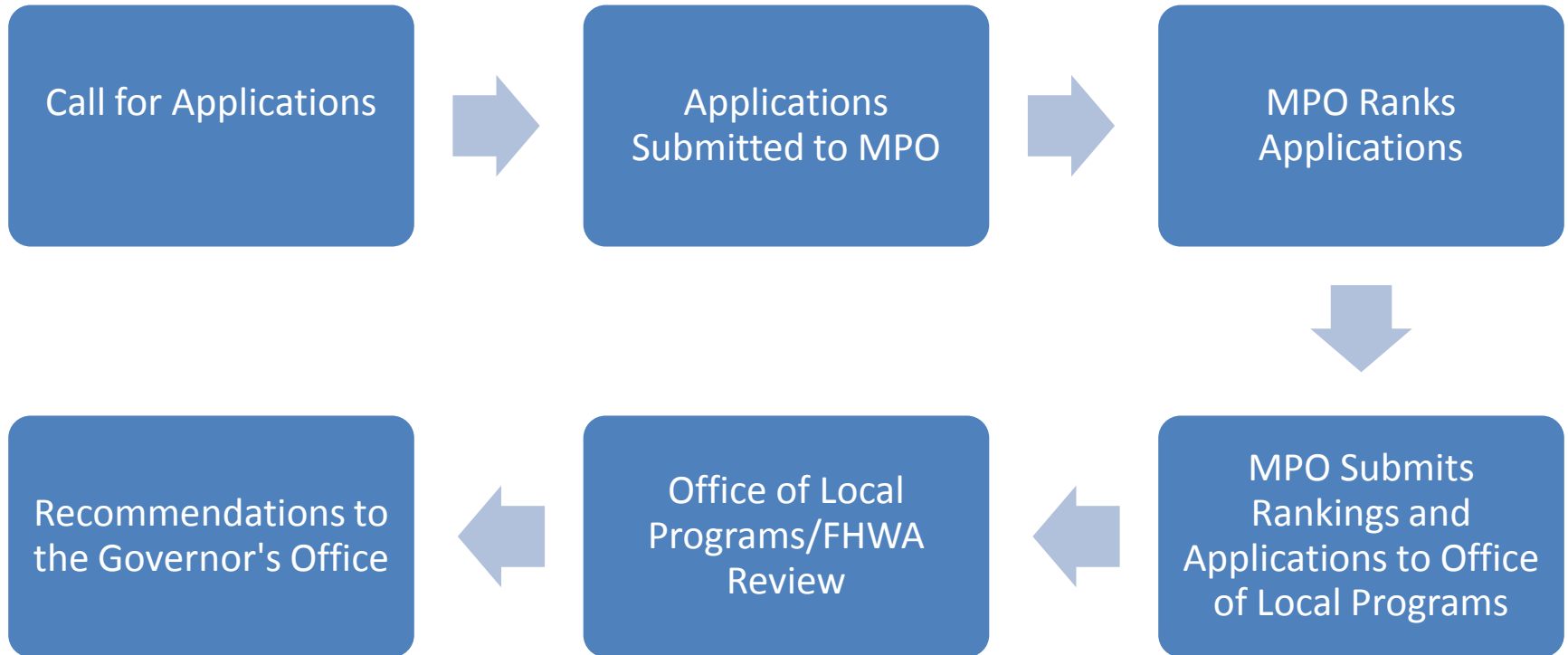


Ineligible Activities

- Maintenance /Reconstruction projects
- Construction of SOV capacity
- Stand alone fuel purchases
- Salary/Benefits/Overhead

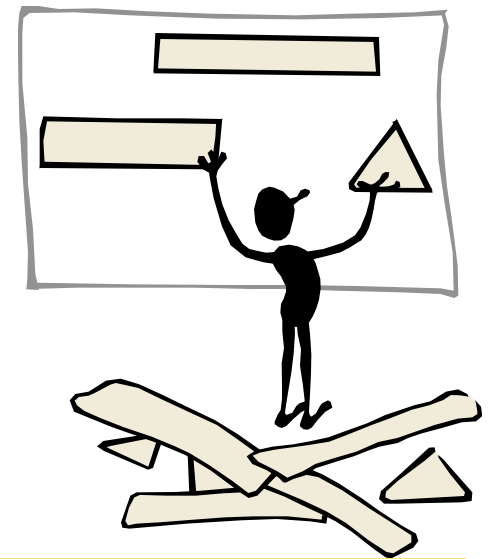


Project Selection



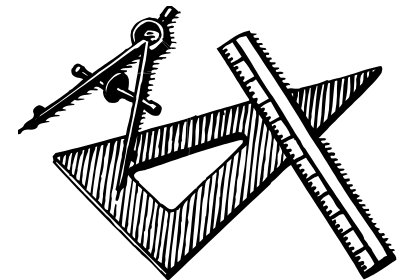
Program Changes

- New federal guidance
- Priority for PM_{2.5} (*25% of funds in PM_{2.5} areas must support projects that reduce PM_{2.5}*)
- Performance Measures



Performance Measures

- For the purpose of carrying out the CMAQ Program USDOT shall establish measures for States to use to assess:
 - Traffic congestion
 - On-road mobile source emissions



Performance Targets

- States must coordinate, to the maximum extent practical with relevant MPOs in selecting a target to ensure for consistency
- MPOs must coordinate, to the maximum extent practical, with the relevant State/s in selecting a target to ensure consistency
- Coordination required with public transportation providers.
- States and MPOs must integrate other performance plans into the performance-based process



Performance Plans

- CMAQ Performance Plan
 - Congestion Mitigation and Air Quality Improvement
 - Updated every 2 years



Performance Reporting

- State Report on Performance Progress
 - Required initially by October 1, 2016 and every 2 years thereafter
 - Report includes:
 - Progress in achieving all State performance targets
- CMAQ Performance Plan
 - Reporting required every 2 years
 - Report on progress towards the achievement of targets



Performance Reporting

- Metropolitan System Performance Report
 - Required in transportation plan every 4 or 5 years
 - Report includes:
 - Evaluate condition and performance of transportation system
 - Progress achieved in meeting performance targets in comparison with the performance in previous reports
 - Evaluation of how preferred scenario has improved conditions and performance, where applicable
 - Evaluation of how local policies and investments have impacted costs necessary to achieve performance targets , where applicable
- Statewide Transportation Plan
 - No required frequency
 - Optional report on system performance



Evaluation and Accountability

- CMAQ Reporting system
- Inactive projects
- Training
- Program evaluation



LPA Guide

- Projects must follow all rules and regulations set forth in the KYTC *Federal-Aid Highway Project Development Guide for Local Public Agencies* (LPA Guide)



Federal Guidance

- Interim Federal CMAQ Guidance-October 1, 2012
- http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm
- Can also be found on the Office of Local Programs CMAQ page



Questions



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