

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM

The Idaho Transportation Department shall administer and distribute Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds allocated under the Transportation Equity Act for the 21st Century (TEA-21). The primary purpose of Idaho's CMAQ Program is to fund projects, planning, and programs in air quality nonattainment and maintenance areas, as well as areas of concern for ozone (O₃), carbon monoxide (CO), and particulate matter (PM) which reduce transportation-related emissions. Geographic areas of concern will be identified in cooperation with the Idaho Division of Environmental Quality (IDEQ) as having measured air quality problems or the potential for air quality problems.

Program Objectives And Applicability

Idaho's CMAQ Program objectives shall be to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. CMAQ projects that are implemented should demonstrate the highest potential for preventing or relieving a community's particular air quality problem. Planning activities, for the purpose of developing a strategic plan to reduce a community's transportation-related air quality problems, can also be funded under Idaho's CMAQ Program.

CMAQ funding shall be available to all areas (identified in cooperation with IDEQ) which are currently designated as nonattainment for any criteria pollutant or have the potential to be an air quality problem area in the near future.

CMAQ Technical Review Committee

A CMAQ Technical Review Committee shall review the CMAQ Program applications and recommend projects to the Idaho Transportation Board. Membership shall represent appropriate interested parties and expertise to balance local, regional, and statewide priorities.

The CMAQ Technical Review Committee membership shall be as follows.

- ITD Senior Transportation Planner acting as CMAQ Program Coordinator/Liaison to IDEQ;
- IDEQ Statewide Air Quality Analyst acting as the transportation planning liaison;
- ITD Senior Transportation Planner representing Public Transportation;

- ITD Environmental Manager representing environmental interests;
- Local Highway Technical Advisory Council Administrator;
- A knowledgeable citizen-at-large representing citizen involvement;
- A rotating local/regional representative who has received CMAQ Program funds in the past, but is not an applicant in the current solicitation timeframe; and
- A rotating IDEQ Regional Office Air Quality staff person for regional air quality interests.

Committee members whose membership rotates will be replaced every two years. The Director will recommend rotating members to the Board for approval.

The following parties shall serve as ex-officio members. Additional ex-officio members with particular expertise may be asked to participate at the discretion of the Director.

- ITD Maintenance Engineer representing the Division of Highways' maintenance activities;
- ITD Senior Transportation Planner from Highway Programming; and
- CMAQ Program Coordinator from the Federal Highway Administration, Division office.

The ITD CMAQ Program Coordinator shall facilitate the annual project application, review, and recommendation process. Highway Programming staff will lend direct assistance and support to assure submission of program and project information for inclusion in the Highway Development Program consistent with Board policy B-11-02, Highway Development Program. Specific tasks of the CMAQ Technical Review Committee shall include:

1. Development and release of the annual CMAQ Program Request for Proposals (RFP).
2. Evaluation of the projects submitted for cost effectiveness and air quality improvement.
3. Annual submittal of a recommended list of projects to the Board based on available CMAQ funding.
4. Annual evaluation of CMAQ project and program effectiveness.

As part of the CMAQ Program RFP development process, specific criteria for project analysis format, technical presentation, and emissions reduction calculation procedures will be developed. To assure consistency with local, regional, and statewide air quality planning, all RFP procedures and requirements shall be reproducible and in accordance with all relevant United States Environmental Protection Agency and/or IDEQ guidance, policies, rules and regulations.

Project Award

Project award will be based on both cost-effectiveness and the potential air quality benefits of a project. In the case of planning projects, projects will be awarded based on their ability to develop a plan with specific activities and projects that would facilitate increased air quality benefits.

Funding award priority will be given to measures, plans, and programs which either are or have been developed as part of the *Plan for the Control of Air Pollution in the State of Idaho*.

Funding Distribution And Limitations

The CMAQ Program shall be funded annually within the range of \$2,000,000 to \$4,000,000 in federal apportionment and obligation authority prior to matching requirements. Any remaining annual Federal CMAQ apportionments and obligational authority will be used as Surface Transportation Program Funds. The CMAQ Program is designed to be a statewide air quality improvement program, and project selection will reflect distribution of funds according to community need and demonstrable air quality benefit.

All CMAQ Program project applications are encouraged to be under \$1,000,000 in federal funding per year. Larger projects and programs should be phased over time to assure the statewide funding availability.

All CMAQ projects will require the minimum match determined by federal law. (Currently, the minimum local match required by federal law is 7.34%.) Additional local match above the minimum required is encouraged, and will be considered favorably in the project selection process.

Interruption And Deferral

Once a CMAQ project or equipment is in the Highway Development Program's contract or development schedule, and commitment and progress has been noted, the project may not be interrupted or deferred, unless federally mandated. However, projects that are not ready or cannot be obligated in their contract year will be delayed. The Department will advance other projects to use the obligational authority associated with the unutilized CMAQ funds with an emphasis on CMAQ projects where possible. No unutilized CMAQ funds will be carried over into the next fiscal year.

If the U.S. Environmental Protection Agency designates an area in Idaho as a "classified nonattainment area" for carbon monoxide or ozone, all CMAQ funds that have not been obligated shall be dedicated, as much as practical, to the problem area. Other CMAQ projects may be interrupted, deferred, or delayed in preliminary development while these funds are dedicated for the "classified nonattainment area."

Effective Date

Project applications received after the approval date of this policy will be processed using the requirements of this Board policy. All projects in the FY 1999-2003 Highway Development Program, as of the approval date of this policy, will continue to be programmed and managed under the previous policy (Board Policy B-09-13, Congestion Mitigation and Air Quality (CMAQ) Program) until completion of the project.

Approved by the Board on:

Charles L Winder

Date: 8/22/03

CHARLES L. WINDER
Board Chairman

This policy based on:

- Transportation Equity Act for the 21st Century (TEA-21)
- Recommendations of the Idaho Transportation Board CMAQ Program Subcommittee

Former Dates of B-11-05:
3-18-99

(policy moved and revised from B-09-13, Congestion Mitigation and Air Quality (CMAQ) Program, dated 1/21/94)

Cross-reference to related Board Policies:

- B-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS
- B-09-08, BICYCLE/PEDESTRIAN FACILITIES
- B-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
- B-11-02, HIGHWAY DEVELOPMENT PROGRAM
- B-11-03, TRANSPORTATION ENHANCEMENT PROGRAM
- B-11-04, ALLOCATION OF SURFACE TRANSPORTATION PROGRAM APPORTIONMENTS TO LOCAL PUBLIC AGENCIES
- B-28-02, PUBLIC TRANSPORTATION ADVISORY COUNCIL (PTAC) AND REGIONAL PUBLIC TRANSPORTATION ADVISORY COMMITTEES (RPTAC)