

CMAQ Performance Measurement Fact Sheet

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) program funds transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. Moving Ahead for Progress in 21st Century Act (MAP-21) continued the program and provided approximately \$455 million of CMAQ funds annually to California. These funds are distributed to Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the California Streets and Highways Code.

Performance Requirements for CMAQ

Performance Measures: Section 1203 of MAP-21 (which amends 23 U.S.C. § 150(c)) requires the United States (U.S.) Secretary of Transportation, in consultation with States, MPOs, and other stakeholders to publish rulemaking establishing measures for States to use to assess traffic congestion and on-road mobile sources within 18 months of enactment. U.S. Department of Transportation shall establish measures for States to use to assess: traffic congestion and on-road mobile source emissions.

Performance Targets: Section 1203 of MAP-21 (which amends 23 U.S.C. § 150(c)) also requires States to establish targets for these measures within 1 year of the final rule on national performance measures.

Performance Plans: Section 1113 of MAP-21 (which amends 23 U.S.C. § 149(l)) requires each MPO with a transportation management area of more than one million in population representing a nonattainment or maintenance area to develop and update biennially a performance plan to achieve air quality and congestion reduction targets.

The Notice of Proposed Rulemaking (NPRM) for System Performance (known as Performance Management 3, which will include CMAQ, Freight and Congestion performance measures) has not yet been published. As of July 2015, this NPRM is expected to be published in late October 2015 and the comment period is expected to close in late January 2016. "States are required to establish targets for these measures within 1 year of the final rule on national performance measures." (§1203, 23 U.S.C 150(d))

For more information, see these links:

Federal Highway Administration (FHWA) MAP-21 CMAQ Fact Sheet
<http://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm>

FHWA MAP-21 Performance Management Fact Sheet
<https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>

Available Data Caltrans Receives from MPOs and RTPAs

Criteria Pollutant Emissions: Currently, MPOs and RTPAs report emissions benefits for each CMAQ funded project in kg/day for the following pollutants: ROG (reactive organic gasses/VOC (volatile organic gasses), CO

(carbon monoxide), NO_x (oxides of nitrogen), PM-10 (particulate matter) and PM-2.5. Caltrans receives this data and prepares the Statewide CMAQ Annual Report, which is uploaded into FHWA's CMAQ database on an annual basis.

New Performance Measures for CMAQ

Congestion: The Office of Federal Transportation Management Program is not the data steward for **Annual Hours of Delay**. This data is owned by the Division of Traffic Operations, Office of Performance. Performance Measurement System (PeMS) should be able to capture this data if it were on the State Highway System (SHS). However, some CMAQ projects sponsored by the MPOs are on local arterials and not on the SHS which will pose challenges for data collection. There are six¹ categories of projects under the CMAQ program and only the "Traffic Flow Improvements" category would likely affect the Annual Hours of Delay.

On-Road Mobile Source Emissions: The California Clean Air Act mandates the Air Resources Board to achieve the maximum degree of emissions reductions from all on- and off-road mobile sources in order to attain the State ambient air quality standards. This data is currently collected under Criteria Pollutant Emissions (see previous page).

New Performance Reporting

State Reporting 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.
- Plan to be completed by FHWA.

Metropolitan Performance Reporting:

- 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 Report:

- No required frequency
- Optional report on system performance

¹ The six categories include: Shared ride services, pedestrian and bicycle programs, traffic flow improvements, transit improvements, transportation demand management strategies, inspection and maintenance programs and other projects.