

CMAQ SELECTION CRITERIA

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created under ISTEA (1991) and reauthorized under TEA-21 (1998), SAFETEA-LU (2005), MAP-21 (2012), and FAST Act (2015).

The purpose of the CMAQ Program is to fund transportation projects/programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM₁₀ and PM_{2.5}). The CMAQ program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion – in other words, reducing pollution and adverse environmental effects of transportation projects and transportation system inefficiencies. The CMAQ program provides funding for a broad array of tools to accomplish these goals while ensuring compliance with the transportation conformity provisions of the Clean Air Act (amended 1990).

Below is the prioritization of project types to utilize CMAQ funding. Generally, all projects in Priority 1 have the highest benefit cost ratio and so forth down the priorities. All projects eligible for CMAQ funding in Priority 1 will be funded prior to moving to Priority 2.

If YAMPO has an approved on-going project, the MPO can commit to the project for a maximum of 6 years. The 6-year commitment is evaluated each Transportation Improvement Program (TIP) cycle and can be extended to a total of 6 years each TIP, essentially adding 2 years (year 5 and 6 of the MTP).

- Priority 1- Vehicle Miles Traveled (VMT) Reduction:** Susquehanna Regional Transportation Partnership (SRTP) and the Commuter Services of Pennsylvania program – advocating for non-SOV transportation alternatives for commuters
- Priority 2- Cleaner Engines:** rabbittransit Fleet Replacement – in the 2013 TIP, the 2015 TIP and in the CIP, YAMPO approved approximately \$3 million every two years toward the purchase of newer vehicles in the rabbittransit fleet through 2035
- Priority 3- Traffic Operations/ Congestion Mitigation:** CMP Signal Timing – to address traffic signal inefficiencies of corridors and/or intersections identified through the Congestion Management Process (CMP)
- Priority 4- Recurring Congestion:** Improvements to address recurring congestion identified in the Report on Congestion that would increase capacity
- Priority 5- Non-Recurring Congestion:** Improvements to address non-recurring congestion

If a tie exists between projects in the same priority level, the following evaluation criteria will be used to provide a ranking to the MPO prior to the final selection.

Evaluation Criteria

<ul style="list-style-type: none"> 1 25% Peak Hour Volume Delay (identified in the most recent Report on Congestion) 2 20% Average Daily Truck Traffic over 1,000 3 15% Is the project on the National Highway System? 4 10% Is the location on a transit route? 	<ul style="list-style-type: none"> 5 10% Located inside the County growth area 6 15% Does the location have a crash rate higher than expected? 7 5% Is the future (2040) Volume to Capacity of the location expected to be over .75?
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