

# CMAQ in Kentucky

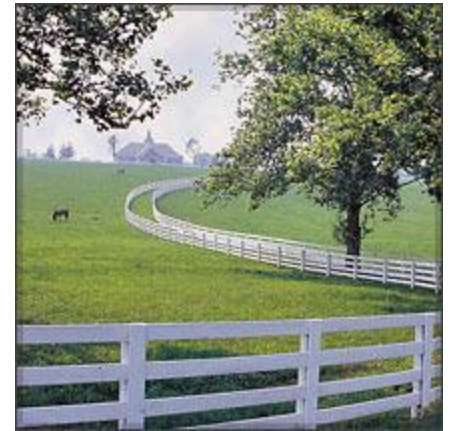


Daniel Burgin

Kentucky Transportation Cabinet

# Background: Geography

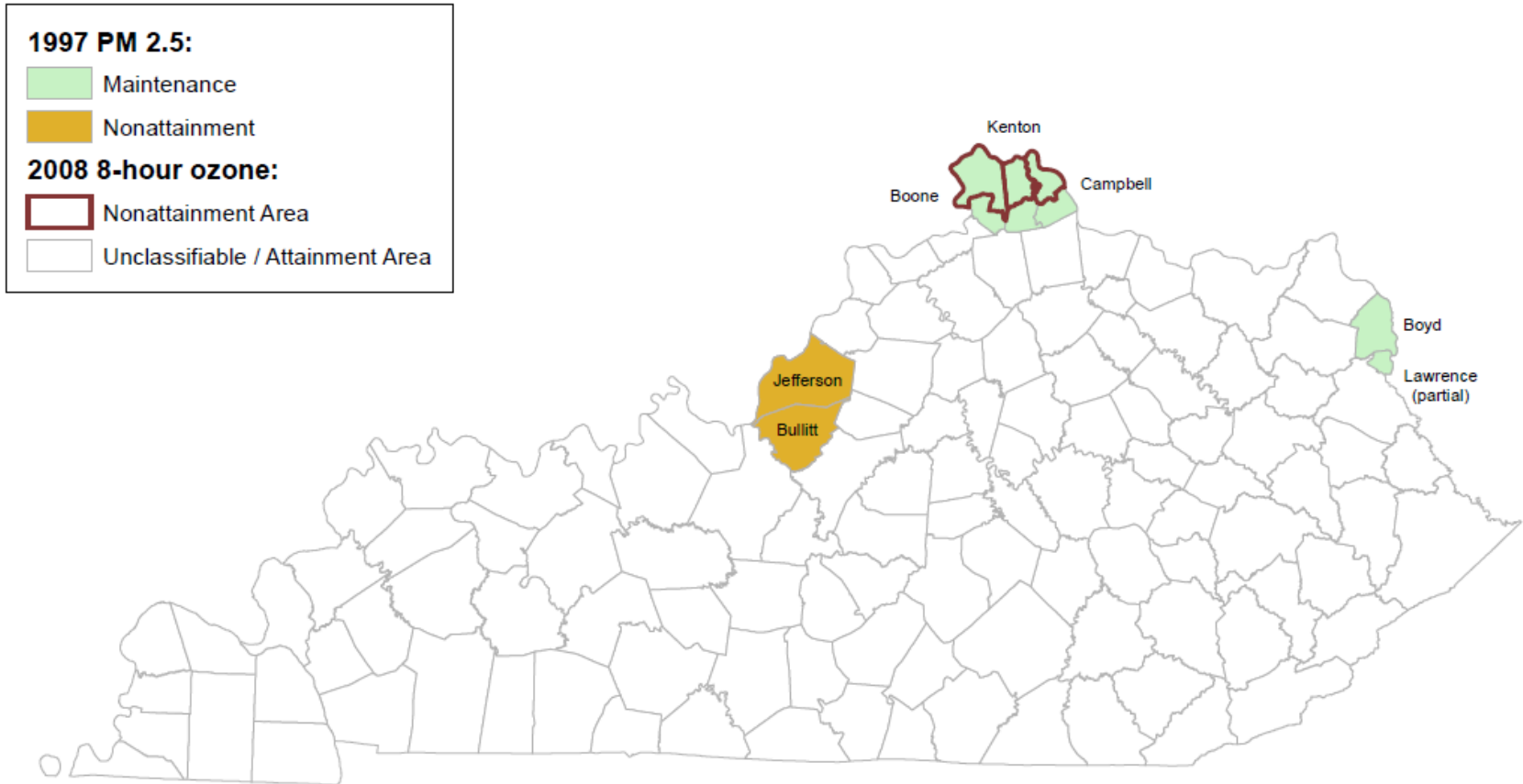
- Very diverse rural conditions across the state
  - Appalachian mountains in the east
  - “The Bluegrass” central region features grassy rolling hills
  - Western Kentucky is much lower and flatter as rivers converge toward the Mississippi



# Background: Kentucky Land Use

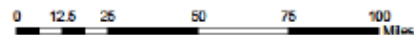
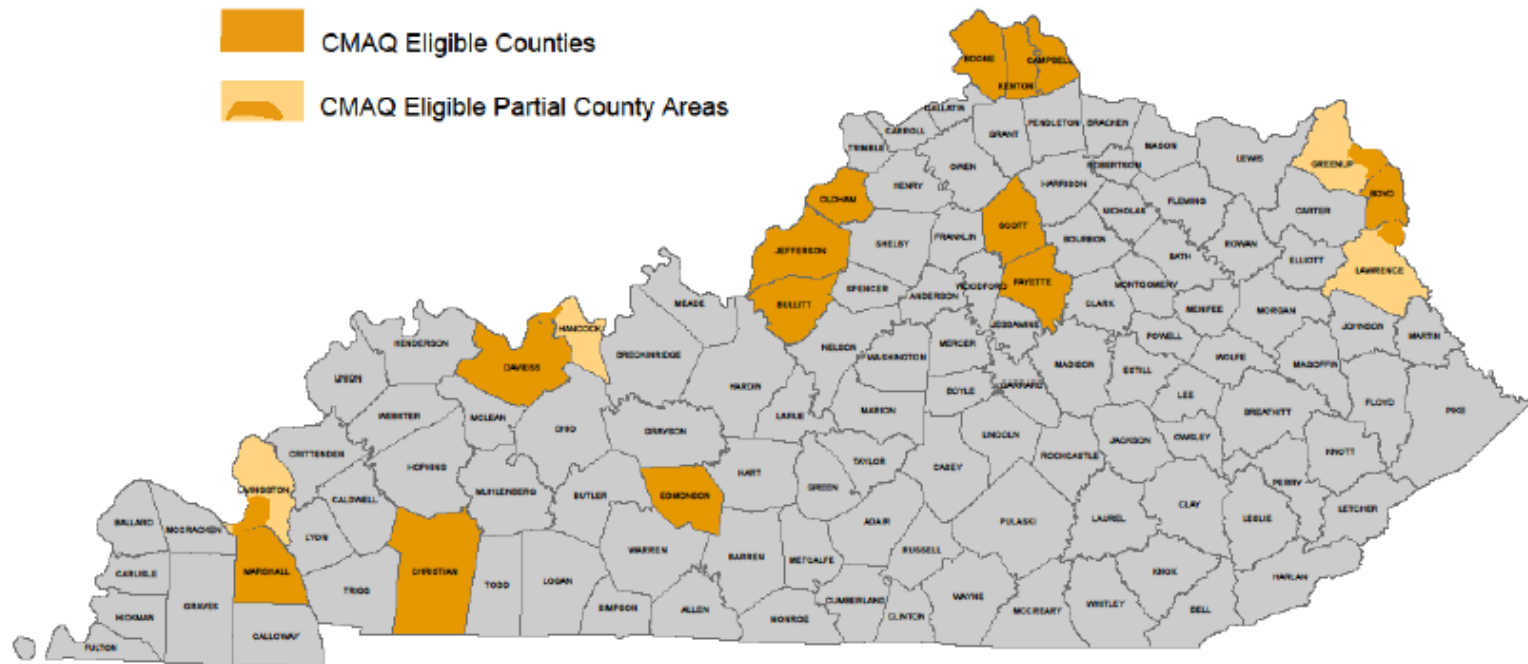
- One truly urban area is Louisville (pop. 600,000)
  - KIPDA MPO
- Next largest city is Lexington (pop. 300,000)
  - Lexington Area MPO
  - Horse capital of the world (not densely urban)
  - 1035 people/square mile
- Both Louisville and Lexington have merged city/county governments
- Northern KY is part of the Cincinnati area. (OKI MPO)
  - Consists of many small municipalities
- Industrial emissions contribute to AQ problems in far eastern Kentucky (KYOVA MPO)

# Current Nonattainment and Maintenance Areas



As of October 2013

# Areas Eligible for CMAQ



# What makes CMAQ in KY unique?

- Project demand
  - Most applications are either Bicycle/Pedestrian facilities or Public Information Campaigns
  - Some Transit projects; less prevalent than other states
  - ITS and roadway improvements which mitigate congestion have also been popular and effective
- Efficiency and accountability measures in place
  - LPA Guide
    - Applicants understand what is required of them
  - Good relationships with MPO's and Federal partners







**TANK** 

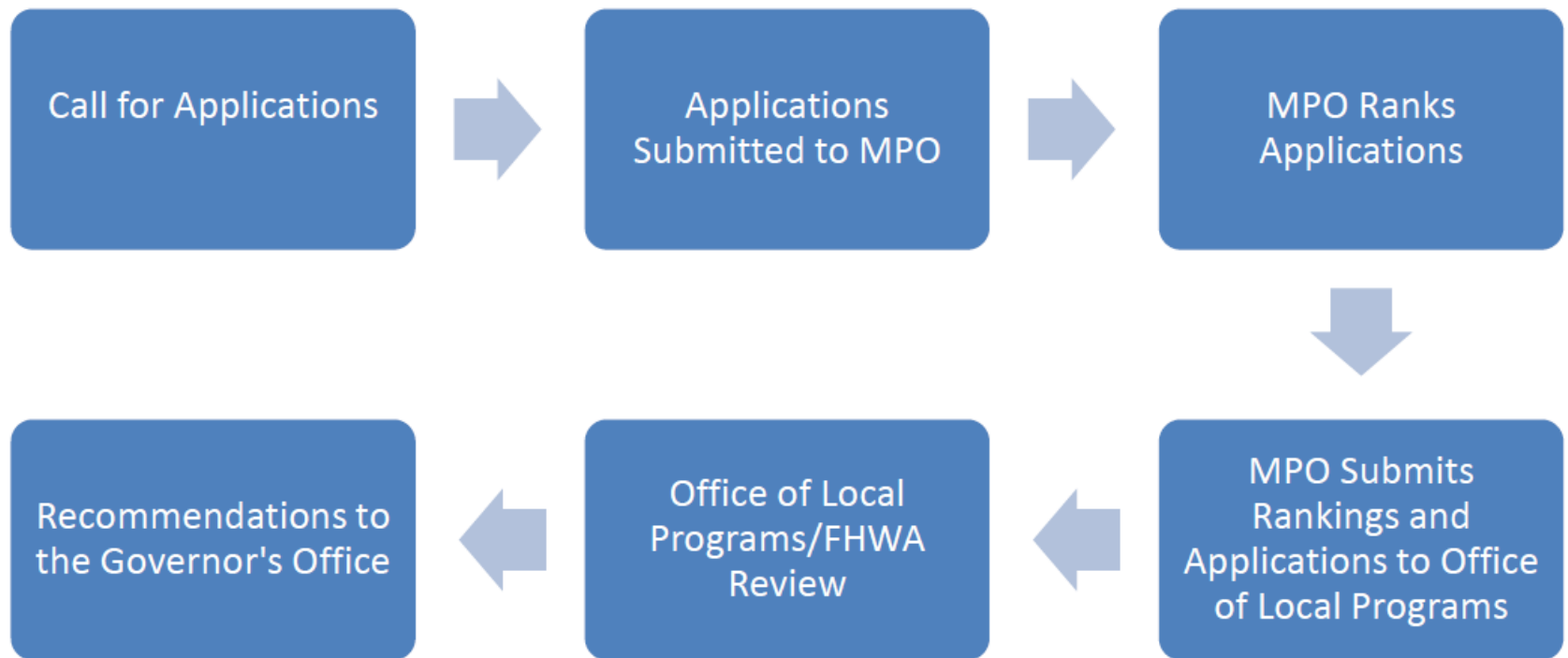
TRANSIT AUTHORITY OF NORTHERN KENTUCKY

**PARK & RIDE**



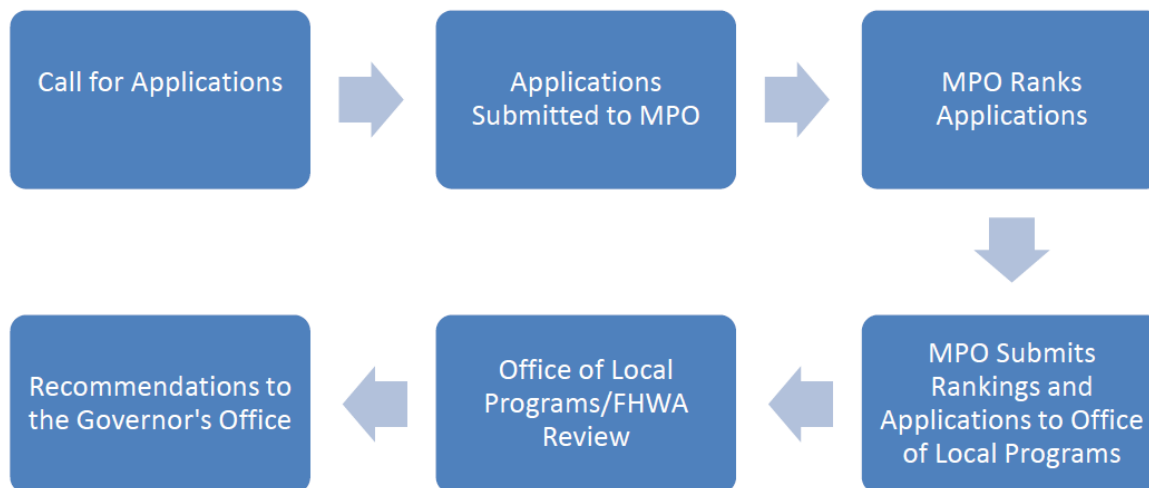


# Project Selection Process



# Project Selection Process

- CMAQ coordinator is in Office of Local Programs
- MPO's are given input (while not control) into determining which projects are selected
- The CMAQ coordinator and an FHWA representative work together to check eligibility

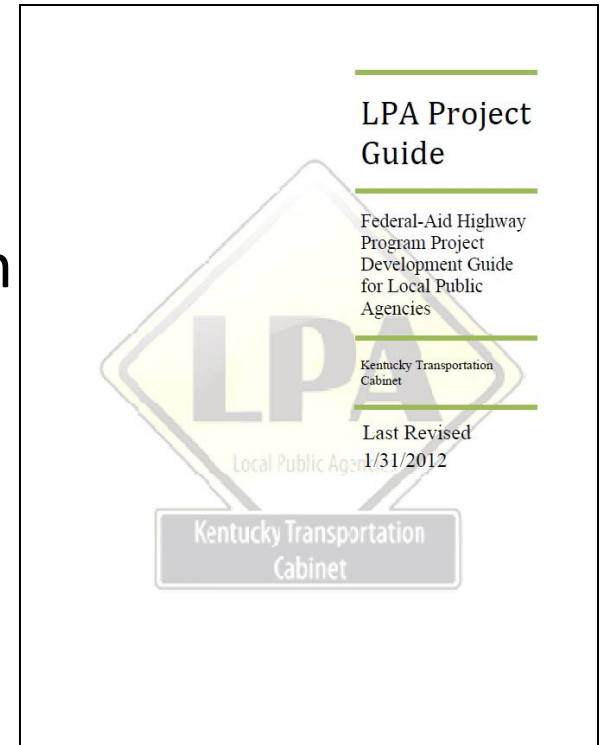


# Local Public Agency Guide

- Kentucky has an LPA guide and training in place to ensure project sponsors understand requirements that come from federal funds.
  - CMAQ
  - Transportation Alternatives
  - Recreational Trails
  - Other federal funding to local programs

# LPA Guide

- Procurement
  - Construction and Non-Construction
- Environmental Requirements
- Design
- Right of Way and Utilities
- Construction and Inspection
- Reimbursement
- Project Completion
- <http://transportation.ky.gov/Local-Programs/Documents/LPA%20Guide.pdf>



# Environmental Process

- All LPA projects including CMAQ come through Division of Environmental Analysis
  - Project cost is less since usually project sponsor doesn't have to get an environmental consultant
    - Lower project cost means more emissions reductions per dollar
  - CE agreement with FHWA-KY
    - Allows for one page Categorical Exclusion for “Minor Projects”

# Other Positive Things

- All 12 highway district has an LPA coordinator
  - Provides technical assistance to the CMAQ coordinator
- KYTC maintains a set of qualified statewide consultants that LPA's can easily hire

# Potential Future Work

- Measures to ensure projects make progress
  - It should not take 8 years to build a sidewalk
  - Addition of milestones to the contracts
- Longer CE expiration dates?
  - Currently re-evaluation required every two years
    - Many projects take between two and three years from CE to completion

# Questions?

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