

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO ADOPT REGIONAL
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM PERFORMANCE
MEASURE TARGETS FOR 2022-2025 FOR THE BALTIMORE, MARYLAND REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the provisions of the federal surface transportation acts continue the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to quadrennially establish data-driven targets for the CMAQ Program performance measures and for MPOs to work in coordination with state DOTs in the development of two-year and four-year targets; and

WHEREAS, the TPB metropolitan planning area includes a portion of the Baltimore, MD urbanized area and the Baltimore Region Transportation Board (BRTB) and the TPB closely coordinate on the planning of transportation projects for this portion of the metropolitan planning area, and

WHEREAS, BRTB and the TPB are required to establish unified two-year and four-year targets for the Washington-DC-VA-MD urban area for the CMAQ Program performance measures of Peak Hour Excessive Delay (PHED) and Mode Share - Non-Single Occupancy Vehicle (Non-SOV); and

WHEREAS, TPB staff have coordinated with BRTB staff to develop regional CMAQ Program performance targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies; and

WHEREAS, on August 23, the BRTB formally adopted regional CMAQ Program performance targets for the Baltimore urbanized area that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board adopts the following set of two-year and four-year CMAQ Program: Traffic Congestion targets for the period 2022-2025 for the Baltimore urbanized area, identical with those adopted by the BRTB, as shown in the following table.

CMAQ Program: Traffic Congestion

Performance Measure for the Baltimore MD Urbanized Area	2-year Target CY 2022 – 2023	4-year Target CY 2022 – 2025
Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita	n/a	15.7 Hours
Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)	25.3%	25.5%

Adopted by the TPB Steering Committee at its meeting on Friday, September 9, 2022.