

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 PROGRAM
PERFORMANCE MEASURE TARGETS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the provisions of the FAST Act continued 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 (FHWA) published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) Final Rule on January 18, 2017, with an effective date of May 20, 2017. The state departments of transportation (state DOTs) must set targets for performance measures in the rule by May 20, 2018, and must submit a Baseline Period Performance Report with the targets to FHWA by October 1, 2018. MPOs must work in coordination with state DOTs in the development of two-year and four-year targets and are required to set targets within 180 days after state DOTs set targets; and

WHEREAS, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) and the TPB are required to establish targets for the CMAQ Program performance measures of: 1) Peak Hour Excessive Delay (PHED), 2) Mode Share – Non-Single Occupancy Vehicle (Non-SOV), and 3) Emissions Reductions; and

WHEREAS, DDOT, MDOT, VDOT and the TPB are initially required to agree on and establish a single four-year target for the Washington-DC-VA-MD urbanized area for the performance measure of Peak Hour Excessive Delay (PHED); and

WHEREAS, DDOT, MDOT and VDOT and the TPB are required to agree on and establish single two-year and four-year targets for the Washington-DC-VA-MD urbanized area for the performance measure of Mode Share (Non-SOV); and

WHEREAS, DDOT, MDOT and VDOT are required to establish two-year and four-year targets for the performance measure of emissions reduction from CMAQ-funded projects and programs for their portion of the Washington DC nonattainment area for two applicable criteria pollutant and precursors: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx), and the TPB is required to coordinate with state DOTs in the establishment of two-year and four-year targets for emissions reduction from CMAQ-funded projects and programs for the portion of the Washington DC nonattainment area within the metropolitan planning area boundary; and

WHEREAS, TPB staff have coordinated with officials at DDOT, MDOT and VDOT to develop regional CMAQ Program 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, as of May 20, 2018, DDOT, MDOT and VDOT have set targets as specified above, including single targets for the performance measures of PHD and Mode Share for the Washington-DC-VA-MD urbanized area; and

WHEREAS, the TPB encourages every jurisdiction in the region to adopt aspirational goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve reductions in traffic congestion and emissions; and

WHEREAS, the TPB will use the two-year and four-year regional CMAQ Program target setting process as one method to evaluate the region's progress toward achieving said aspirational goals going forward with each future performance period; and

WHEREAS, these CMAQ Program targets have been reviewed and recommended for TPB approval by the TPB Technical Committee at the May 4 and June 6 meetings, and have been reviewed by the TPB at its May 16 meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of two-year and four-year CMAQ Program targets for the National Capital Region, as shown the following tables and as described in the attached materials.

Approved by the Transportation Planning Board at its regular meeting on June 20, 2018.

Table 1: CMAQ Program Targets: Mode Share and Peak Hour Excessive Delay (PHED)

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 - 2019 Two Year Target	CY 2018 - 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	Not Required	26.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

Table 2: CMAQ Program Targets: On-Road Mobile Emissions Reductions

Total Emissions Reductions for the TPB portion of the Washington DC -MD-VA nonattainment area		FFY 2018 - 2019 Two Year Target	FFY 2018 - 2021 Four Year Target
	Volatile Organic Compounds (VOCs)		1.838 Kg/Day
Nitrogen Oxides (NOx)		4.019 Kg/Day	4.703 Kg/Day