

PERFORMANCE BASED PLANNING & PROGRAMMING

On-Road Emissions Performance Targets

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MWAQC TAC
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Performance Based Planning and Programming (PBPP)

Requirements for States and MPOs to “transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds”



Performance Based Planning and Programming (PBPP)

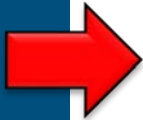
States and MPOs must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety
- Highway Assets: Pavement and Bridge Condition
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program)
- Transit Safety and Transit Asset Management



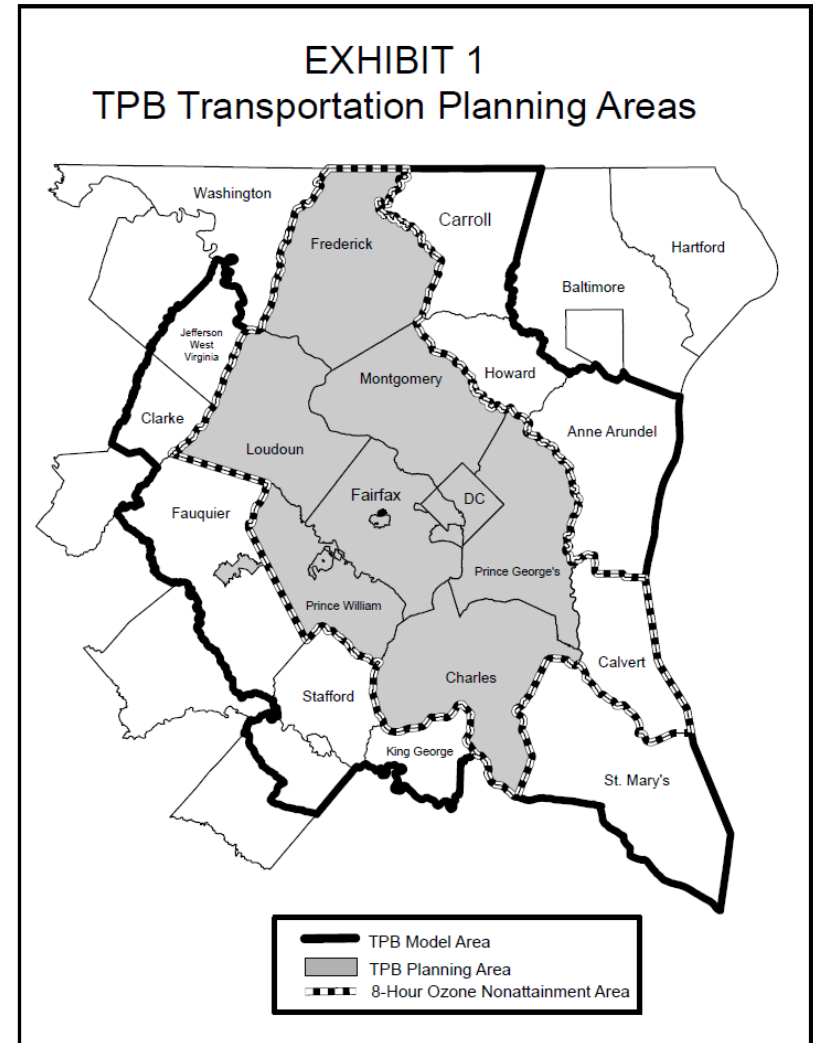
PBPP: CMAQ Emissions Reduction

	Performance Measures
CMAQ Program: Traffic Congestion	Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita
	Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)
CMAQ Program: Emissions Reduction	Emissions - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor



CMAQ Emissions Reduction: Background & Data

- Ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) are the only pollutants for which the region needs to report on CMAQ Program Emissions Reduction
- Calvert County is inside the Washington DC-MD-VA nonattainment area, but outside TPB's planning area
 - Responsibility handled by Calvert-St Mary's MPO (C-SMMPO) and MDOT



CMAQ Emissions Reduction: Background & Data

Measure: Total Emissions Reduction

- Total emissions reduction is calculated by summing 2-and 4-year totals of emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with CMAQ funds.
- Targets must reflect cumulative emissions reduction for CMAQ funded projects in federal fiscal years FY 2018-2019 (2-year) and FY 2018-2021 (4-year)



CMAQ Emissions Reduction: Background & Data

CMAQ PAS is a national database containing CMAQ projects emissions reduction benefits

- Projects are not required to have a quantitative benefit analysis
- Projects with quantitative analysis list the project's benefits in the first year only
- No required nor consistent method for conducting quantitative analyses

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Air Quality CMAQ Public Access System

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All 50 states and the District of Columbia submit annual reports of their CMAQ project obligations in March of every year. The FHWA uses these yearly submissions to maintain an active database of CMAQ investments, air quality benefits, Project trends within the program, and other anecdotal information focusing on the program's performance.

This database of CMAQ Project information had been reserved for internal planning purposes by authorized FHWA personnel, for Congressional reporting and made available to state DOTs and MPOs on an individual request basis.

The release of the CMAQ Public Access System was the first opportunity that the general public could have full access to FHWA approved CMAQ Project data submitted through the annual reporting process. The CMAQ Public Access System makes available searchable, read only, project information from 1992 to present in various reporting formats.

CMAQ system support and guidance information are available through the FHWA, Air Quality, CMAQ (http://www.fhwa.dot.gov/environment/air_quality/cmaq/) website.

Disclaimer Note to User: Data present in the CMAQ Public Access System (PAS) is composed solely of projects from state DOT annual reports submitted and approved by FHWA, HQ Staff. Availability of project data for the previous fiscal year and subsequent years will be lagged and will be complete on September 30 of the succeeding calendar year.

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CMAQ Emissions Reduction: Background & Data

CMAQ Emissions Reduction from the Public Access System for the TPB portion of the Washington DC-MD-VA Ozone nonattainment area

FISCAL YEAR	VOC (kg/day)	NOx (kg/day)
2014	8.087	11.688
2015	0.072	0.816
2016	3.672	5.956
2017	2.532	4.074



CMAQ Emissions Reduction: Setting Targets

The State DOTs set individual targets for their portion of the nonattainment area and the MPO sets targets for the MPO portion of the nonattainment area.

- **MDOT Targets:** Used combined approach with historic trends and anticipated CMAQ projects programmed over the next four years
- **VDOT Targets:** Used anticipated CMAQ projects programmed over the next four years
- **DDOT Targets:** Used anticipated CMAQ projects programmed over the next four years
- **TPB Targets:** Summed MDOT, VDOT, and DDOT targets



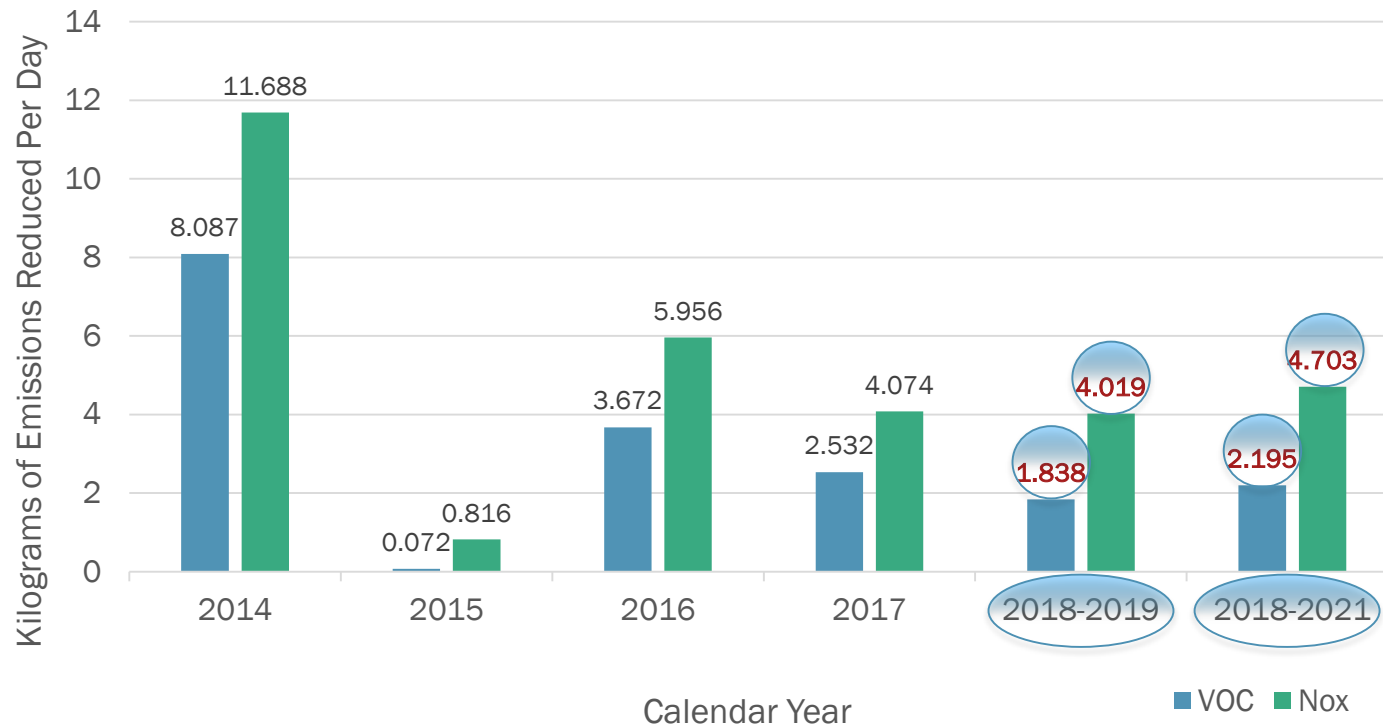
CMAQ Emissions Reduction: Setting Targets

The TPB approved the following targets at the June 20th Board meeting:

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)	1.8376 Kg/Day	2.1950 Kg/Day
	Nitrogen Oxides (NO _x)	4.0194 Kg/Day	4.7026 Kg/Day



CMAQ Emissions Reduction: Setting Targets



Data source for past years: FHWA Public Access System

Emissions reductions from select CMAQ funded projects only for the TPB planning area within the Washington DC-MD-VA Ozone nonattainment area



CMAQ EMISSIONS REDUCTION: NEXT STEPS

MPOs are required to complete a CMAQ Performance Plan and submit it to State DOTs in order for it to be included in the Baseline performance Period Report due to FHWA by October 1, 2018.

The CMAQ Performance Plan Must Include:

- Baseline Condition/Performance
- Targets (2-year and 4-year)
- Description of projects and how the projects will contribute to achieving the targets



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