

**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 FOR 2022-2025 FOR THE NATIONAL CAPITAL 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 District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT) 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, DDOT, MDOT, 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 pollutants 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, 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 its May 6 and June 3 meetings, and have been reviewed by the TPB at its May 18 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 period 2022-2025 for the National Capital Region, as shown in the following tables and as described in the attached materials.

CMAQ Program: Traffic Congestion

| Performance Measure for the Washington DC-MD-VA 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 | 22.5 Hours | 22.7 Hours |
| Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS) | 37.4% | 37.7% |

CMAQ Program: Emissions Reduction

| Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area | 2-year Target FFY 2022 – 2023 | 4-year Target FFY 2022 – 2025 |
|--|----------------------------------|----------------------------------|
| Volatile Organic Compounds (VOCs) | 0.610 Kg/Day | 9.408 Kg/Day |
| Nitrogen Oxides (NOx) | 2.830 Kg/Day | 21.117 Kg/Day |

Adopted by the Transportation Planning Board at its regular meeting on June 15, 2022