

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION  
BALTIMORE REGIONAL TRANSPORTATION BOARD**

**RESOLUTION #18-17  
ADOPTING A SYSTEM PERFORMANCE TARGET RELATED TO EMISSIONS  
FOR THE BALTIMORE URBANIZED AREA**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) is the designated metropolitan planning organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

**WHEREAS**, the BRTB, as the MPO for the Baltimore region, has the responsibility under the provisions of the Fixing America's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including setting targets for future performance by states, providers of public transportation, and MPOs; and

**WHEREAS**, the Baltimore region is classified as moderate nonattainment for the 2008 National Ambient Air Quality Standard (NAAQS) and must work to ensure the region maintains conformity with the state's air quality plan; and

**WHEREAS**, the Congestion Mitigation and Air Quality Improvement (CMAQ) program was created to provide funding for transportation programs and projects that reduce air pollution and mitigate congestion from the transportation system, and this funding is provided to state and local governments to assist them in reaching federal air quality requirements established by the Clean Air Act and its amendments; and

**WHEREAS**, the Federal Highway Administration (FHWA) issued a final rule establishing an on-road mobile source emissions measure, as one of the three Congestion Mitigation and Air Quality Improvement (CMAQ) transportation performance measures. This measure tracks the total emission reductions of projects funded through the CMAQ Program; and

**WHEREAS**, this final rule requires state DOTs and MPOs to coordinate and report on their individual performance targets for two and four-year periods. MPO and DOT targets are not required to be the same; and

**WHEREAS**, the Maryland Department of Transportation (MDOT) has coordinated with the Baltimore Regional Transportation Board, and Baltimore Metropolitan Council staff on a method for developing unified 2-year and 4-year targets for the Baltimore urbanized area (see Attachment 1); and

**WHEREAS**, MDOT has developed information and targets toward compliance with the law and regulations by the May 20, 2018 due date established for these performance targets and it is the BRTB's understanding that this has been communicated to the FHWA.

**NOW, THEREFORE BE IT RESOLVED** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region adopts the onroad mobile emissions performance targets, as described in Attachment 1.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its June 26, 2018 meeting.

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Date

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Michelle Pourciau, Chair  
Baltimore Regional Transportation Board

**System Performance Targets for On-road Mobile Source Emission Reductions from CMAQ-funded Projects for the Baltimore Region**

<b>Performance Measure</b>	<b>2-Year Targets (2018-2019)</b>	<b>4-Year Targets (2018-2021)</b>
Reduction of VOC (kg/day)	6.59	7.87
Reduction of NOx (kg/day)	88.57	123.39

**About the On-Road Mobile Source Emissions Measure Data Reporting Requirements:**

**What:** Assessment of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program through measurement of total emissions reduction of on-road mobile source emissions. Read the final rule in the Federal Register [82 FR 5970 (January 18, 2017)].

**Who:** State DOTs and MPOs whose geographic boundaries include any part of a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter will establish separate targets for each of these applicable criteria pollutants and precursors. The measure does not apply to a State that does not have any of these nonattainment or maintenance areas.

**Why:** The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. Congress through MAP21 required FHWA to establish performance measures in 12 areas, including onroad mobile source emissions for the purpose of carrying out the CMAQ program. [23 CFR 490.807]

**When:** The first performance period for this measure begins October 1, 2017, and ends on September 30, 2021. States required to establish 2- and 4- year targets must have done so by May 20, 2018, for the first performance period. The targets will be reported in the first State baseline performance period report due October 1, 2018. MPOs must either support the State target or establish their own quantifiable targets within 180 days of the State target establishment. MPOs with a population more than 1 million population and with designated nonattainment and maintenance areas must develop both 2-year and 4-year quantifiable targets. Otherwise, only 4-year targets are required.

**How:** 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.

*Source: FHWA Fact Sheets*