

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

**RESOLUTION #18-16
ADOPTING TWO SYSTEM PERFORMANCE TARGETS RELATED TO TRAFFIC CONGESTION
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 two performance measures for state departments of transportation (DOTs) and MPOs to use to report on traffic congestion to carry out the CMAQ program: (1) annual hours of peak-hour excessive delay (PHED) per capita and (2) percentage of non-SOV (single-occupancy vehicle) travel; and

WHEREAS, this final rule requires state DOTs and MPOs to coordinate and report on a single unified set of performance targets for each of these two performance measures for the urbanized area; and

WHEREAS, the Maryland Department of Transportation (MDOT) has coordinated with the Baltimore Regional Transportation Board, the Transportation Planning Board (the MPO for the Washington, DC area), 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 will communicate the relevant information and targets 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 two system performance targets related to traffic congestion for the Baltimore urbanized area, 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 May 22, 2018 meeting.

Date

Michelle Pourciau, Chair
Baltimore Regional Transportation Board

System Performance Targets Related to Traffic Congestion for the Baltimore Urbanized Area

| Performance Measure | 2-Year Target | 4-Year Targets |
|---|---------------|----------------|
| Annual hours of peak-hour excessive delay (PHED) per capita | <21.8 hours | <22.6 hours |
| Percentage of non-SOV (single-occupancy vehicle) travel | 24.85% | 24.85% |

About Peak Hour Excessive Delay:*

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. States and MPOs with NHS mileage within an applicable urbanized area must coordinate on a single, unified target.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including CMAQ traffic congestion.

HOW: Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the NHS. The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings; the weekday afternoon period is 3-7 p.m. or 4-8 p.m. local time, providing flexibility to State DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

About: Non-Single Occupancy Vehicle (SOV) Travel Measure:*

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. All States and MPOs with NHS mileage that overlaps within an applicable urbanized area must coordinate on a single, unified target and report on the measures for that area.

WHY: This measure will help carry out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The program recognizes investments that increase multimodal solutions and vehicle occupancy levels as strategies to reduce both criteria pollutant emissions and congestion.

HOW: There are three options to calculate modal share. MDOT and BRTB selected the option for measurement by using the American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau.

Source: FHWA Fact Sheets