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 the video



Transportation Performance Management Applicability Determination for the On-Road Mobile Source Emissions Measure

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TPM requirements for coordination among State Departments of Transportation, Metropolitan Planning Organizations, and operators of public transportation



Topics Covered in Video

- How is applicability determined for the On-Road Mobile Source Emissions measure for State DOTs and MPOs?
- What actions are required from State DOTs and MPOs, if the emissions performance measure applies?
- How does the determination fit with planning and the Transportation Performance Management (TPM) timeline for State DOTs and MPOs?

Statutes & Regulations

- 23 CFR 450.104
- 23 CFR 490.105(e)(8)
- 23 CFR 490.105(e)(8)(iii)
- 23 CFR 490.105(e)(9)
- 23 CFR 490.105(e)(9)(v)
- 23 CFR 490.105(f)(6)
- 23 CFR 490.105(f)(6)(v)
- 23 CFR 490.107
- 23 CFR 490.803
- 23 CFR 490.807
- 23 USC 149(b)
- 23 USC 150(c)(5)(A)
- 23 USC 150(c)(5)(B)

The Transportation Performance Management Topic Videos series, produced by the Federal Highway Administration (FHWA), provides State Departments of Transportation, Metropolitan Planning Organizations, operators of public transportation, and other interested parties guidance for implementing Transportation Performance Management (TPM).

The Federal Highway Administration (FHWA) has established applicability determination processes for the performance measures related to the Congestion Mitigation and Air Quality Improvement (CMAQ) Program: On-Road Mobile Source Emissions and Traffic Congestion.

The applicability determination processes arise from the Federal transportation performance management rule related to system performance, also known as PM3.

The applicability determinations describe whether State Departments of Transportation (DOTs) or Metropolitan Planning Organizations (MPOs) are subject to that performance measure. You may be wondering what steps and information go into the applicability determination process, as well as how the determinations affect a DOT or MPO.

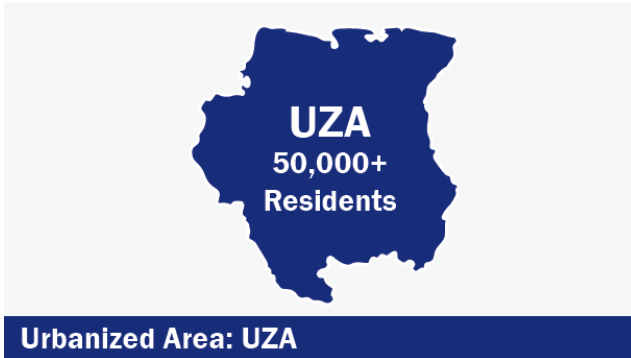
In this video, we'll focus on the applicability determination for the On-Road Mobile Source Emissions performance measure--for both State DOTs and MPOs. If you're interested in information about the applicability determination for the Traffic Congestion performance measure, please review the video on that topic.

To address the applicability determination for the On-Road Mobile Source Emissions performance measure, we'll provide answers to these questions:

- How is applicability determined for the On-Road Mobile Source Emissions measure for State DOTs and MPOs?
- What actions are required from State DOTs and MPOs, if the Emissions performance measure applies?
- How does the determination fit with planning and the Transportation Performance Management (TPM) timeline for State DOTs and MPOs?

Let's begin with a few key definitions involved with the applicability determination for this measure.

The first key term is "Urbanized Area," often referred to as a UZA. The FHWA defines UZAs as census-designated urban areas with 50,000 residents or more.



A "Transportation Management Area," or TMA, is a UZA with a population over 200,000, designated by the Secretary of Transportation.

The final key term is "Nonattainment or Maintenance." These are status designations related to the Environmental Protection Agency (EPA's), determination of an area's air quality. Nonattainment Area refers to a geographic area with monitored air quality that does not meet the National Ambient Air Quality Standards, or NAAQS, for specified air pollutants. Maintenance Area refers to a former Nonattainment Area that has taken successful measures to improve the air quality, and which has then been redesignated as an Attainment Area but remains subject to a maintenance plan.

Now that we've defined these key terms, let's move on to the applicability determination.

Our first question is...

How is applicability determined for the On-Road Mobile Source Emissions performance measure?

The emissions measure is applicable to all states and MPOs with projects financed with funds from the CMAQ program in areas designated nonattainment or maintenance for ozone, carbon monoxide, or particulate matter NAAQS.

- 1 OZONE (O₃)
- 2 CARBON MONOXIDE (CO)
- 3 PARTICULATE MATTER (PM10 AND PM2.5)

If the State or MPO does not contain any portions of Nonattainment or Maintenance Areas for any of the pollutants listed above, it is not subject to the emissions measure.

On to our second question...

What actions are required from State DOTs and MPOs to which the emissions performance measure applies?

Applicable State DOTs are required to establish targets and report on the On-Road Mobile Source Emissions measure for each of the applicable criteria pollutants and precursors. The State DOT must set targets for two and four years, at the time it submits the baseline report per the TPM Timeline, just as is done for a number of other performance measures. However, unlike some other performance measures, FHWA will not use these targets to assess whether "significant progress" has been achieved regarding emissions.

Actions required of applicable MPOs for the On-Road Mobile Source Emissions measure vary based on the population of the Transportation Management Area (TMA). An MPO with any part of a Nonattainment or Maintenance Area within its boundary that overlaps any Urbanized Area (UZA) with a population above 1 million must set both quantifiable 2- and 4-year targets for their metropolitan planning area and develop a CMAQ Performance Plan. The MPOs that have Nonattainment or Maintenance Areas but do not overlap a UZA with a population above 1 million must only set 4-year targets, and can decide to set their own or support their state's target. In all cases, MPO target-setting should be well coordinated with the relevant State DOTs.

Our third and final question is...

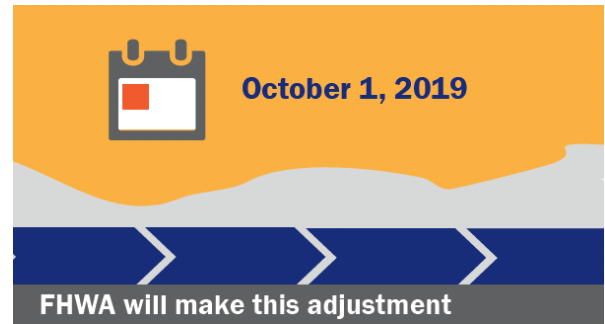
How does the determination fit with planning and the Transportation Performance Management (TPM) timeline for State DOTs and MPOs?

The FHWA made its first CMAQ measure applicability determination based on the information available on October 1, 2017, and will do so every four years thereafter. These determinations will be based on U.S. EPA's nonattainment and maintenance designations as of one year before the State's Baseline Performance Period Report is due to FHWA. Also at this time, population for Urbanized Areas will be determined based on the most recent U.S. Census data.



What happens with changes in nonattainment and maintenance status?

If an area is no longer in nonattainment or maintenance for a criteria pollutant on the date one year before the Mid-Performance Period Progress report is due, FHWA will revise the applicability determination for the affected States and MPOs. For the first performance period, FHWA will make this adjustment based on the information as of October 1, 2019. Areas newly designated as nonattainment are not added at the mid-point, but will be considered at the next applicability determination.



That's it – applicability determination for the On-Road Mobile Source Emissions performance measure. This process ensures that state DOTs and MPOs where the On-Road Mobile Source Emissions performance measure applies are assigned to take the appropriate actions. This is one of the ways accountability is built into performance management.

Increasing the accountability and transparency of the Federal-aid highway program helps to promote better project decision-making through performance-based planning and programming. By doing this, you will deliver transportation projects that are necessary and that help to bring greater safety, health, and economic vitality to your community.

Working together, we can provide strategies to improve our nation and people's lives through great transportation planning.

Additional Resources

Extend your learning through more detailed resources and through interactive learning methods.

TPM Training:

<https://www.fhwa.dot.gov/tpm/resources/training.cfm>

TPM Website:

<http://www.fhwa.dot.gov/tpm/about/index.cfm>

General Portal for FHWA Resources:

<https://www.fhwa.dot.gov/research/library/>

National Highway Institute (NHI) Course Catalogue on Transportation Performance Management:

https://www.nhi.fhwa.dot.gov/downloads/catalog/transportation-performance-management_all-delivery-types_sorted-by-title.pdf

You may also learn more at:

<https://highways.dot.gov/research>

<http://www.facebook.com/FederalHighwayAdmin>

<http://www.flickr.com/photos/fhwa>

<http://www.linkedin.com/company/federal-highway-administration>

<http://www.twitter.com/USDOTFHWA>

<http://www.youtube.com/user/USDOTFHWA>

The content of this document is not a substitute for information obtained from State departments of transportation, appropriate FHWA Division Offices, and applicable laws. Scenarios have been simplified for emphasis and do not necessarily reflect the actual range of requirements applicable to the scenario or this topic.

This document was created under contract number DTFH61-13-D-0004 by the Federal Highway Administration, U.S. Department of Transportation, and is offered to the public to heighten and focus awareness of Federal-aid requirements within the local public agencies community and reinforces the importance of the necessary policies, procedures, and practices. This companion resource contains the script content for the video production of the same name.