

Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures (23 CFR 490.707 and 490.807)

As of October 1, 2019

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Introduction

The Federal Highway Administration (FHWA) is publishing this list of State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) who are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality Improvement Program (CMAQ). There are three measures covered within this document, as established in 23 CFR Part 490 (§ 490.707 and § 490.807):

1. Two measures related to **traffic congestion**: the peak hour excessive delay (PHED) measure and the non-single occupancy vehicle (non-SOV) measure.
2. One measure related to **on-road mobile source emissions**: the emissions measure.

The tables contained within this document serve as the determination of applicability of the CMAQ traffic congestion and emissions measures for the first performance reporting period for these measures. (23 CFR 490.105(e)(8)(iii) and (e)(9)(v)) The first performance period for the on-road mobile source emissions measure begins on October 1, 2017, and continues through September 30, 2021. The performance period for the traffic congestion measures (peak hour excessive delay and non-single occupancy vehicle travel) begins on January 1, 2018, and runs through December 31, 2021. (23 CFR 490.105(e)(4)).

FHWA has updated these tables to reflect changes that occurred after October 1, 2017 and on or before October 1, 2019, as of the mid-point of the first performance period. States and MPOs have been excluded from CMAQ performance requirements, in whole or in part, at the midpoint of the performance period due to areas reaching attainment status (or achieving their 20-year maintenance plan). The changes reflect areas that reached the end of the 20-year maintenance period for carbon monoxide (as of the effective date of that area's EPA-approved attainment demonstration and approval of the 20-year maintenance plan) or those who are no longer considered nonattainment for 1997 PM2.5 due to the revocation of the 1997 particulate matter (PM2.5) standard. No areas reached the end of a PM10 or ozone 20-year maintenance period. Some errors to the original (as of October 1, 2017) applicability document have also been corrected.

Based on the available data on October 1, 2019, the applicability is defined below:

- **CMAQ On-road Source Emissions measure:**
 - **State DOTs** – 40 State DOTs would be required to establish targets and report for the on-road source emissions measure.¹
 - **MPOs** – The on-road source emissions measure applies to 110 MPOs.² Out of those 110MPOs, 43 MPOs would be required to submit a CMAQ Performance Plan, as provided in § 490.107(c) and establish quantifiable 2-year and 4-year targets for the on-road source emissions measure, as provided in section 490.105(f)(6)(iii).
- **CMAQ Traffic Congestion Measures (for the first performance period)³:**

¹ Applicability requirements are defined in 23 CFR 490.105(e)(9), and reporting requirements in 23 CFR 490.107.

² Applicability requirements are defined in 23 CFR 490.105(f)(6).

³ Note that applicability for the traffic congestion measure changes with the beginning of the second performance period, at which time the measure applies to all urbanized areas with population over 200,000 that also contain NHS mileage and a nonattainment or maintenance area for one of the applicable NAAQS. FHWA will make a determination of applicability on or after October 1, 2021 for these additional areas.

- **State DOTs** – 31 State DOTs would be required to establish targets and report (§ 490.107) for applicable urbanized areas for the traffic congestion measures.⁴
- **MPOs** – 43 MPOs would be required to establish targets for the traffic congestion measures for applicable urbanized areas.⁵

⁴ According to 2014 ACS 5-year population estimates, 43 urbanized areas have a population more than 1,000,000 in each of those urbanized areas. 31 of those 43 urbanized areas include areas designated as nonattainment or maintenance for criteria pollutants. See 23 CFR 490.105(e)(8) for State DOT target establishment requirements.

⁵ 31 urbanized areas with a population more than 1,000,000, which also have areas designated as nonattainment or maintenance for criteria pollutants. See 23 CFR 490.105(f)(5)(i) for MPO target establishment requirements.

State DOT Applicability Determination

On-Road Mobile Source Emissions Measure Applicability

The emissions measure is applicable in State DOTs where any one or more area(s) are designated as nonattainment or maintenance for ozone (O₃), carbon monoxide (CO), or PM₁₀ and/or PM_{2.5} National Ambient Air Quality Standards (NAAQS), as defined in 23 CFR 490.105(e)(9). For the analysis in this document, the data for nonattainment/maintenance areas was obtained from the U.S. EPA's Green Book, and the State boundaries were obtained from the 2010 Decennial Census from the U.S. Census Bureau. The applicable States were those whose State geographic boundary contains any part of a nonattainment or maintenance area for any one of the criteria pollutants.

The table below contains the 40 State DOTs required to establish targets and report performance for the measure, with the applicable NAAQS in each State.

Table 1. State DOTs Required to Establish Targets and Report Performance for the CMAQ Emissions Measure (with Applicable NAAQS)

State Name	State DOT	24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Alabama	Alabama Department of Transportation (ALDOT)			YES			
Alaska	Alaska Department of Transportation and Public Facilities (DOTPF)	YES		YES			YES
Arizona	Arizona Department of Transportation (ADOT)	YES		YES		YES	YES
Arkansas	Arkansas Department of Transportation (ADOT)					YES	
California	California Department of Transportation (Caltrans)	YES	YES	YES	YES	YES	YES
Colorado	Colorado Department of Transportation (CDOT)	YES				YES	YES
Connecticut	Connecticut Department of Transportation (ConnDOT)	YES		YES		YES	
Delaware	Delaware Department of Transportation (DelDOT)			YES		YES	
District of Columbia	District Department of Transportation (DDOT)					YES	
Georgia	Georgia Department of Transportation (GDOT)					YES	
Idaho	Idaho Transportation Department (ITD)	YES		YES	YES		YES
Illinois	Illinois Department of Transportation (IDOT)	YES				YES	
Indiana	Indiana Department of Transportation (INDOT)	YES				YES	YES

State Name	State DOT	24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Kentucky	Kentucky Transportation Cabinet (KYTC)					YES	
Louisiana	Louisiana Department of Transportation and Development (DOTD)					YES	
Maryland	Maryland Department of Transportation (MDOT)					YES	
Massachusetts	Massachusetts Department of Transportation (MassDOT)					YES	YES
Michigan	Michigan Department of Transportation (MDOT)			YES			
Minnesota	Minnesota Department of Transportation (MnDOT)	YES					YES
Mississippi	Mississippi Department of Transportation (MDOT)					YES	
Missouri	Missouri Department of Transportation (MoDOT)					YES	
Montana	Montana Department of Transportation (MDT)	YES	YES				YES
Nevada	Nevada Department of Transportation (NDOT)	YES					YES
New Hampshire	New Hampshire Department of Transportation (NHDOT)						YES
New Jersey	New Jersey Department of Transportation (NJDOT)			YES		YES	YES
New Mexico	New Mexico Department of Transportation (NMDOT)	YES					
New York	New York State Department of Transportation (NYSDOT)			YES		YES	YES
North Carolina	North Carolina Department of Transportation (NCDOT)					YES	
Ohio	Ohio Department of Transportation (ODOT)			YES	YES	YES	
Oregon	Oregon Department of Transportation (ODOT)	YES		YES			YES
Pennsylvania	Pennsylvania Department of Transportation (PennDOT)	YES	YES	YES	YES	YES	YES
South Carolina	South Carolina Department of Transportation (SCDOT)					YES	
Tennessee	Tennessee Department of Transportation (TDOT)			YES		YES	

State Name	State DOT	24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Texas	Texas Department of Transportation (TxDOT)	YES				YES	YES
Utah	Utah Department of Transportation (UDOT)	YES		YES			YES
Virginia	Virginia Department of Transportation (VDOT)					YES	
Washington	Washington Department of Transportation (WSDOT)	YES		YES			YES
West Virginia	West Virginia Department of Transportation (WVDOT)	YES		YES			
Wisconsin	Wisconsin Department of Transportation (WisDOT)			YES		YES	
Wyoming	Wyoming Department of Transportation (WYDOT)	YES				YES	

Applicability

From 23 CFR 490.803:

The on-road mobile source emissions performance measure . . . is applicable to all States and MPOs with projects financed with funds from the 23 U.S.C. 149 CMAQ program apportioned to State DOTs for areas designated as nonattainment or maintenance for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS).

Additionally, as described in 23 CFR 490.105(e)(9)(v), the nonattainment and maintenance areas within a State boundary must be revised at the midpoint of the performance period, if “on the date 1 year before the State DOT Mid Performance Period Progress Report in § 490.107(b)(2)(ii) is due to FHWA, the area is no longer in nonattainment or maintenance for a criteria pollutant included in § 490.803.” The FHWA updated this applicability list for the midpoint on or before October 1, 2019. State DOTs who have completed an applicable 20-year maintenance plan should confirm the plan completion with FHWA on or before that date.

Sources

- Nonattainment and maintenance areas and boundaries:
 - Nonattainment and maintenance area applicability was determined based on areas designated in [40 CFR Part 81](#) (accessed October 1, 2019). For areas whose 20-year maintenance plan concluded after October 1, 2017 and on or before October 1, 2019, verification was provided from U.S. EPA or from the applicable FHWA Division Office. Some data were also verified from the [U.S. EPA Green Book](#).
 - Geographic boundaries for nonattainment and maintenance areas provided by [US EPA Green Book](#), for Carbon Monoxide (1971 Standard); PM₁₀ (1987 Standard); PM_{2.5} (1997, 2006, and 2012 Standards); and 8-Hour Ozone (2008 Standard), accessed on August 3, 2017. This GIS boundary data remains the most recent form US EPA.

- For the PM2.5 1997 Standard, the geospatial data was not yet updated to include the revocation of the standard for maintenance areas on August 24, 2016. This data was manually updated. See: [Federal Register notice for Revocation of PM2.5 1997 Standard, 81 FR 58009.](#)
- State Boundary Data: 2010 TIGER/LINE Shapefile published by the U.S. Census Bureau (Accessed on August 3, 2017): [U.S. Census Bureau.](#)

Traffic Congestion Measure Applicability

As specified in 23 CFR 490.105(e)(8)(i), State DOTs with mainline highways on the NHS that cross any part of an urbanized area with a population more than 1 million within its geographic State boundary and that and that urbanized area contains any part of a nonattainment or maintenance area for any one of the criteria pollutants must establish targets for the traffic congestion measures.

A complete list of 31 State DOTs required to implement the traffic congestion measures is provided in the table below.

Table 2. State DOTs Required to Establish Targets and Report Progress for the Traffic Congestion Measures (with Applicable Urbanized Areas)

State DOT	Urbanized area with a population > 1m (at least partially within the State boundary)	Does the Urbanized Area contain <u>both</u> NHS mileage and any part of Designated Nonattainment or Maintenance Area(s)?
Arizona Department of Transportation (ADOT)	Phoenix--Mesa, AZ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Arkansas Department of Transportation (ADOT)	Memphis, TN--MS--AR	Yes – Required to establish urbanized area targets for the traffic congestion measures.
California Department of Transportation (Caltrans)	San Jose, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	San Francisco--Oakland, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Sacramento, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	San Diego, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Los Angeles--Long Beach--Anaheim, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Riverside--San Bernardino, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Colorado Department of Transportation (CDOT)	Denver--Aurora, CO	Yes – Required to establish urbanized area targets for the traffic congestion measures.

State DOT	Urbanized area with a population > 1m (at least partially within the State boundary)	Does the Urbanized Area contain <u>both</u> NHS mileage and any part of Designated Nonattainment or Maintenance Area(s)?
Delaware Department of Transportation (DeIDOT)	Philadelphia, PA--NJ--DE--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Departamento de Transportación y Obras Públicas (DTOP)	San Juan, PR	Yes – Required to establish urbanized area targets for the traffic congestion measures.
District Department of Transportation (DDOT)	Washington, DC--VA--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Georgia Department of Transportation (GDOT)	Atlanta, GA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Illinois Department of Transportation (IDOT)	Chicago, IL--IN	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	St. Louis, MO--IL	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Indiana Department of Transportation (INDOT)	Indianapolis, IN	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Chicago, IL--IN	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Kentucky Transportation Cabinet (KYTC)	Cincinnati, OH--KY--IN	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Maryland Department of Transportation (MDOT)	Baltimore, MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Washington, DC--VA--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Philadelphia, PA--NJ--DE--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Massachusetts Department of Transportation (MassDOT)	Boston, MA--NH--RI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Michigan Department of Transportation (MDOT)	Detroit, MI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Minnesota Department of Transportation (Mn/DOT)	Minneapolis--St. Paul, MN--WI	Yes – Required to establish urbanized area targets for the traffic congestion measures.

State DOT	Urbanized area with a population > 1m (at least partially within the State boundary)	Does the Urbanized Area contain <u>both</u> NHS mileage and any part of Designated Nonattainment or Maintenance Area(s)?
Mississippi Department of Transportation (MDOT)	Memphis, TN--MS--AR	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Missouri Department of Transportation (MoDOT)	St. Louis, MO--IL	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Nevada Department of Transportation (NDOT)	Las Vegas--Henderson, NV	Yes – Required to establish urbanized area targets for the traffic congestion measures.
New Hampshire Department of Transportation (NHDOT)	Boston, MA--NH--RI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
New Jersey Department of Transportation (NJDOT)	Philadelphia, PA--NJ--DE--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	New York--Newark, NY--NJ--CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
New York State Department of Transportation (NYSDOT)	New York--Newark, NY--NJ--CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
North Carolina Department of Transportation (NCDOT)	Charlotte, NC--SC	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Ohio Department of Transportation (ODOT)	Cleveland, OH	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Columbus, OH	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Cincinnati, OH--KY--IN	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Pennsylvania Department of Transportation (PENNDOT)	Philadelphia, PA--NJ--DE--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Pittsburgh, PA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
South Carolina Department of Transportation (SCDOT)	Charlotte, NC--SC	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Tennessee Department of Transportation (TDOT)	Memphis, TN--MS--AR	Yes – Required to establish urbanized area targets for the traffic congestion measures.

State DOT	Urbanized area with a population > 1m (at least partially within the State boundary)	Does the Urbanized Area contain <u>both</u> NHS mileage and any part of Designated Nonattainment or Maintenance Area(s)?
Texas Department of Transportation (TxDOT)	Houston, TX	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Dallas--Fort Worth--Arlington, TX	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Utah Department of Transportation (UDOT)	Salt Lake City--West Valley City, UT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Virginia Department of Transportation (VDOT)	Washington, DC--VA--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Washington Department of Transportation (WSDOT)	Seattle, WA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Wisconsin Department of Transportation (WisDOT)	Milwaukee, WI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Minneapolis--St. Paul, MN--WI	Yes – Required to establish urbanized area targets for the traffic congestion measures.

Applicability

From 23 CFR 490.703:

The CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS).

Note that this table only reflects applicability for the first performance period, for urbanized areas with population greater than 1 million, updated at the mid-point (October 1, 2019). FHWA will make an additional determination for the second performance period on or after October 1, 2021.

Sources

- Nonattainment and maintenance areas and boundaries:
 - Nonattainment and maintenance area applicability was determined based on areas designated in [40 CFR Part 81](#) (accessed October 1, 2019). For areas whose maintenance plan concluded after October 1, 2017 and on or before October 1, 2019, verification was provided from U.S. EPA or from the applicable FHWA Division Office. Some data were also verified from the [U.S. EPA Green Book](#).
 - Geographic boundaries for nonattainment and maintenance areas provided by [US EPA Green Book](#), for Carbon Monoxide (1971 Standard); PM10 (1987 Standard); PM2.5 (1997, 2006, and 2012 Standards); and 8-Hour Ozone (2008 Standard), accessed on August 3, 2017. This GIS boundary data remains the most recent form US EPA
 - For the PM2.5 1997 Standard, the geospatial data was not yet updated to include the revocation of the standard for maintenance areas on August 24, 2016. This data was manually updated. See: [Federal Register notice for Revocation of PM2.5 1997 Standard, 81 FR 58009](#).
- Urbanized area boundaries: For the analysis in this document, FHWA used “NHS” and “UrbanCode” Data Item values contained in the Highway Performance Monitoring System (HPMS)⁶ to determine NHS segments within the urbanized areas above.
- State Boundary Data: 2010 TIGER/LINE Shapefile published by the [U.S. Census Bureau](#) (Accessed on August 3, 2017). For instance, if a State is in attainment for the applicable criteria pollutants, but that State is part of a multi-State urbanized area with more than 1 million in population and another part of that urbanized area contains an applicable nonattainment or maintenance area then the State that is in attainment would be required to work with the other States and establish a traffic congestion target.

Assumptions and Considerations

- Pursuant to 23 CFR 490.105(e)(8), a State DOT must report targets and progress for the traffic congestion measures if the boundaries of an applicable urbanized area fall within the State boundary, whether or not the applicable nonattainment or maintenance area itself is in the State. In the table above, these State DOTs are included.
- For each urbanized area where the measure applies, the State DOTs and MPOs in that area must establish and report a single, unified target.

⁶ 2016 HPMS data from all State DOT ([link](#)).

MPO Applicability Determination

On-Road Mobile Source Emissions Measure Applicability

MPOs that contain all or part of any one or more area(s) designated as nonattainment or maintenance for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS) are required to set targets for the on-road mobile source emissions measure. (23 CFR 490.105(f)(6) and 490.803) For the analysis in this document, the nonattainment/maintenance data was obtained from the U.S. EPA's [Green Book](#), and the Metropolitan Planning Area boundaries were obtained from FHWA's Office of Planning, Environment and Realty's Website, which provides the Geographic Information System (GIS) [Shapefile for Metropolitan Planning Areas](#). Then the MPOs were selected whose metropolitan planning area (MPA) boundary contains any part of a nonattainment or maintenance area for any one of the criteria pollutants, as provided in 23 CFR 490.105(f)(6).

The table below lists all MPOs that are subject to the on-road mobile source emissions measure (first column). The second column in the table identifies the MPOs that are subject to both requirements for a CMAQ Performance Plan and quantifiable 2-year and 4-year targets for on-road mobile source emissions measure. The remaining MPOs must set 4-year targets. (23 CFR 490.105(f)(6) and 490.107(c)(3))

Table 3. Applicable MPOs for the On-Road Mobile Source Emissions Measure and the CMAQ Performance Plan.

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Akron Metropolitan Area Transportation Study	Yes - CMAQ Performance Plan Required	Cleveland, OH				YES		YES	
Anchorage Metropolitan Area Transportation Solutions	NO			YES					YES
Atlanta Regional Commission	Yes - CMAQ Performance Plan Required	Atlanta, GA						YES	
Baltimore Regional Transportation Board	Yes - CMAQ Performance Plan Required	Baltimore, MD	Washington, DC--VA--MD					YES	
Bannock Transportation Planning Organization	NO			YES					
Birmingham MPO	NO					YES			
Boston Region MPO	Yes - CMAQ Performance Plan Required⁷	Boston, MA-NH-RI	Providence, RI--MA						YES
Brooke-Hancock-Jefferson Metropolitan Planning Commission	NO					YES			

⁷ Required only for the Boston urbanized area. Providence urbanized area does not contain any non-attainment or maintenance areas.

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Butte County Association of Governments	NO					YES		YES	
Cabarrus-Rowan MPO	Yes - CMAQ Performance Plan Required	Charlotte, NC-SC						YES	
Cache MPO	NO					YES			
Calvert - St. Mary's Metropolitan Planning Organization	NO							YES	
Cambria County MPO	NO					YES			
Capital Region COG	NO							YES	
Capital Regional Planning Commission	NO							YES	
Cartersville-Bartow Metropolitan Planning Organization	Yes - CMAQ Performance Plan Required	Atlanta, GA						YES	
Central Lane MPO	NO			YES					
Central Massachusetts MPO	NO	Boston, MA-NH-RI	Providence, RI--MA						YES

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Charlotte Regional Transportation Planning Organization	Yes - CMAQ Performance Plan Required	Charlotte, NC-SC						YES	
Chicago Metropolitan Agency for Planning	Yes - CMAQ Performance Plan Required	Chicago, IL-IN		YES				YES	
Community Planning Association of Southwest Idaho	NO			YES					YES
Delaware Valley Regional Planning Commission	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD	New York-Newark, NY-NJ-CT			YES	YES	YES	
Denver Regional COG	Yes - CMAQ Performance Plan Required	Denver-Aurora, CO		YES				YES	YES
East-West Gateway Council of Government	Yes - CMAQ Performance Plan Required	St. Louis, MO-IL						YES	
El Paso MPO	NO			YES					YES
Fairbanks Metropolitan Area Transportation System	NO					YES			YES
Fresno Council of Governments	NO			YES	YES	YES	YES	YES	
Gaston Cleveland Lincoln MPO	Yes - CMAQ Performance Plan Required	Charlotte, NC-SC						YES	

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Great Falls Planning and Community Development Department	NO								YES
Greater Bridgeport / Valley MPO	NO					YES		YES	
Harrisburg Area Transportation Study	NO					YES			
Housatonic Valley MPO	NO					YES		YES	
Houston-Galveston Area Council	Yes - CMAQ Performance Plan Required	Houston, TX						YES	
Indianapolis MPO	Yes - CMAQ Performance Plan Required	Indianapolis, IN							YES
Kern COG	NO			YES	YES	YES	YES	YES	
Kings County Association of Governments	NO			YES	YES	YES	YES	YES	
Knoxville Regional Transportation Planning Organization	NO					YES		YES	

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Lancaster County Transportation Coordinating Committee	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD				YES		YES	
Lebanon County MPO	NO					YES	YES		
Lehigh Valley Transportation Study	NO					YES		YES	
Licking County Area Transportation Study	Yes - CMAQ Performance Plan Required	Columbus, OH						YES	
Lower Connecticut River Valley MPO	NO							YES	
Madera County Transportation Commission	NO			YES	YES	YES	YES	YES	YES
Maricopa Association of Governments	Yes - CMAQ Performance Plan Required	Phoenix-Mesa, AZ		YES		YES		YES	YES
Memphis Urban Area MPO	Yes - CMAQ Performance Plan Required	Memphis, TN-MS-AR						YES	
Merced County Association of Governments	NO			YES		YES	YES	YES	
Metropolitan Council	Yes - CMAQ Performance Plan Required	Minneapolis-St. Paul, MN		YES					YES

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Metropolitan Transportation Commission	Yes - CMAQ Performance Plan Required	San Francisco-Oakland, CA	San Jose, CA	YES		YES	YES	YES	
Miami Valley Regional Planning Commission	NO							YES	
Middle Rogue MPO	NO			YES					YES
Mid-Ohio Regional Planning Commission	Yes - CMAQ Performance Plan Required	Columbus, OH						YES	
Missoula Metropolitan Planning Organization	NO			YES					YES
Mountainland Association of Governments	Yes - CMAQ Performance Plan Required	Salt Lake City-West Valley City, UT		YES		YES			YES
Nashua Regional Planning Commission	NO	Boston, MA-NH-RI							YES
National Capital Region Transportation Planning Board	Yes - CMAQ Performance Plan Required	Washington, DC-VA-MD	Baltimore, MD					YES	
Naugatuck Valley Council of Governments	NO					YES		YES	
New York Metropolitan Transportation Council	Yes - CMAQ Performance Plan Required	New York-Newark, NY-NJ-CT				YES		YES	YES

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
North Central Texas COG	Yes - CMAQ Performance Plan Required	Dallas-Fort Worth-Arlington, TX						YES	
North Front Range MPO	NO							YES	YES
North Jersey Transportation Planning Authority	Yes - CMAQ Performance Plan Required	Philadelphia, PA--NJ--DE--MD	New York--Newark, NY--NJ--CT			YES		YES	YES
Northeast Ohio Areawide Coordinating Agency	Yes - CMAQ Performance Plan Required	Cleveland, OH				YES	YES	YES	
Northeastern Pennsylvania Planning Alliance MPO	NO							YES	
Northern Middlesex MPO	Yes - CMAQ Performance Plan Required	Boston, MA-NH-RI							YES
Northwest Indiana Regional Planning Commission	Yes - CMAQ Performance Plan Required	Chicago, IL-IN		YES				YES	YES
Ohio-Kentucky-Indiana Regional Council of Governments	Yes - CMAQ Performance Plan Required	Cincinnati, OH-KY-IN						YES	
Orange County Transportation Council	NO					YES			
Pikes Peak Area COG	NO			YES				YES	YES

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Pima Association of Governments	NO			YES					YES
Pioneer Valley MPO	NO								YES
Policy Committee of the Erie Regional Planning Commission	NO					YES	YES	YES	
Puget Sound Regional Council	Yes - CMAQ Performance Plan Required	Seattle, WA		YES		YES			
Reading Area Transportation Study	NO							YES	
Regional Intergovernmental Council	NO					YES			
Regional Transportation Commission of Southern Nevada	Yes - CMAQ Performance Plan Required	Las Vegas-Henderson, NV		YES					YES
Regional Transportation Commission of Washoe County	NO			YES					YES
Rock Hill-Fort Mill Area Transportation Study	Yes - CMAQ Performance Plan Required	Charlotte, NC-SC						YES	
Rogue Valley MPO	NO			YES					YES

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Sacramento Area COG	Yes - CMAQ Performance Plan Required	Sacramento, CA		YES		YES	YES	YES	
Salem-Keizer Area Transportation Study	NO								YES
Salisbury-Wicomico MPO	NO							YES	
San Diego Association of Governments	Yes - CMAQ Performance Plan Required	San Diego, CA		YES		YES	YES	YES	
San Joaquin COG	NO			YES	YES	YES	YES	YES	
San Luis Obispo COG	NO			YES		YES	YES	YES	
Sheboygan MPO	NO							YES	
South Central Regional COG	NO			YES		YES		YES	
South Jersey Transportation Planning Organization	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD						YES	
South Tangipahoa MPO	NO							YES	
South Western MPO	NO	New York-Newark, NY-NJ-CT				YES		YES	
Southeast Michigan COG	Yes - CMAQ Performance Plan Required	Detroit, MI				YES			
Southeastern Connecticut COG	NO							YES	

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Southeastern Wisconsin Regional Planning Commission	Yes - CMAQ Performance Plan Required	Milwaukee, WI				YES		YES	
Southern California Association of Governments	Yes - CMAQ Performance Plan Required	Los Angeles-Long Beach-Anaheim, CA	Riverside-San Bernardino, CA	YES	YES	YES	YES	YES	YES
Southern New Hampshire Planning Commission	NO	Boston, MA-NH-RI							YES
Southwestern Pennsylvania Commission	Yes - CMAQ Performance Plan Required	Pittsburgh, PA		YES	YES	YES	YES	YES	YES
Spokane Regional Transportation Council	NO			YES					YES
Stanislaus COG	NO			YES	YES	YES	YES	YES	
Stark County Area Transportation Study	NO					YES		YES	
Sun Corridor Metropolitan Planning Organization	NO			YES		YES			
Tahoe MPO	NO							YES	YES
Thurston Regional Planning Council	NO			YES					
Tri-Cities Metropolitan Area Transportation Study	NO			YES					

MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	CO
Tulare County Association of Governments	NO			YES	YES	YES	YES	YES	
Wasatch Front Regional Council	Yes - CMAQ Performance Plan Required	Salt Lake City-West Valley City, UT		YES		YES			YES
West Memphis Area Transportation Study	Yes - CMAQ Performance Plan Required	Memphis, TN-MS-AR						YES	
Wilmington Area Planning Council	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD				YES		YES	
Yakima Valley MPO	NO			YES					YES
Yellowstone County Planning Board	NO								YES
York Area MPO	NO					YES			
Yuma MPO	NO			YES					

Applicability

From 23 CFR 490.703:

The CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS).

As required in 23 U.S.C. 149(l), each MPO serving a Transportation Management Area (TMA) with a population over 1 million representing nonattainment and maintenance areas must develop a CMAQ Performance Plan, updated biennially, to report baseline condition/performance, targets, projects that will contribute to the targets, and the progress toward achievement of targets for the CMAQ traffic congestion and on-road mobile source emissions measures. Likewise, 23 CFR 490.105(f)(6)(iii) these MPOs must establish quantifiable 2-year and 4-year targets for the metropolitan planning area.

Please see 23 U.S.C. 149(l) and 23 CFR 490.107(c)(3) for the requirements for MPO CMAQ Performance Plan, or refer to [FHWA's MPO CMAQ Performance Plan Guidebook](#).

Sources

- Nonattainment and maintenance areas and boundaries:
 - Nonattainment and maintenance area applicability was determined based on areas designated in [40 CFR Part 81](#) (accessed October 1, 2019). For areas whose maintenance plan concluded after October 1, 2017 and on or before October 1, 2019, verification was provided from U.S. EPA or from the applicable FHWA Division Office. Some data were also verified from the [U.S. EPA Green Book](#).
 - Geographic boundaries for nonattainment and maintenance areas provided by [US EPA Green Book](#), for Carbon Monoxide (1971 Standard); PM10 (1987 Standard); PM2.5 (1997, 2006, and 2012 Standards); and 8-Hour Ozone (2008 Standard), accessed on August 3, 2017.
 - For the PM2.5 1997 Standard, the geospatial data was not yet updated to include the revocation of the standard for maintenance areas on August 24, 2016. This data was manually updated. See: [Federal Register notice for Revocation of PM2.5 1997 Standard](#).
- Urbanized area boundaries: [FHWA HEPGIS](#) (Accessed on October 1, 2017). HEPGIS reflects all updated urbanized area boundaries included in the 2016 HPMS submittal from State DOTs and MPOs.
- Metropolitan Planning Area Data: FHWA HEPGIS (Accessed on September 25, 2017): [HEPGIS MPO Boundaries](#).
- State Boundary Data: 2010 TIGER/LINE Shapefile published by the [U.S. Census Bureau](#) (Accessed on August 3, 2017). For instance, if a State is in attainment for the applicable criteria pollutants, but that State is part of a multi-State urbanized area with more than 1 million in population and another part of that urbanized area contains an applicable nonattainment or maintenance area, then the State that is in attainment must work with the other States in that urbanized area to establish a traffic congestion target.

Assumptions and Considerations

- Note that the NAAQS applicability requirement under the CMAQ Traffic Congestion measure applies with the presence of any nonattainment or maintenance area for one of the applicable NAAQS, regardless of source (23 CFR 490.105(f)(6)(iii) and 490.803). Thus, the expenditure of CMAQ funds within a metropolitan planning area (MPA) or the requirements to complete transportation conformity are not included in the applicability criteria. As a result, this list includes MPOs serving areas under limited maintenance plans or with US EPA “insignificant motor vehicle emissions finding”.
- Under 23 CFR 490.105(f)(6)(viii), the nonattainment and maintenance areas within an MPA boundary may be revised at the midpoint of the performance period, if 1 year before the State DOT Mid Performance Period Progress Report in 23 CFR 490.107(b)(2)(ii) is due to FHWA, the area is no longer in nonattainment or maintenance for a criteria pollutant included in 23 CFR 490.803. The FHWA updated this applicability list for the midpoint on or after October 1, 2019. Any MPOs that have areas with completed applicable 20-year maintenance plan should work with the State DOT(s) to confirm the plan completion with FHWA on or before that date.

Traffic Congestion Measure Applicability Criteria

Pursuant to 23 CFR 490.105(f)(5)(i), an MPO must establish targets for the traffic congestion measures when mainline highways on the NHS within that MPOs' metropolitan planning area boundary cross any part of an urbanized area with a population more than 1 million, and that portion of the metropolitan planning area boundary intersecting the urbanized area also includes a nonattainment or maintenance area for any one of the criteria pollutants.

Table 4. Applicable MPOs for the Traffic Congestion Measures

MPO Name	Urbanized area with population > 1m overlapping with MPA	Do the MPA, urbanized area and at least one designated nonattainment or maintenance area overlap? <u>And</u> does that overlap area contain any NHS route segments, according to HPMS?
Akron Metropolitan Area Transportation Study	Cleveland, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Atlanta Regional Commission	Atlanta, GA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Baltimore Regional Transportation Board	Baltimore, MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Washington, DC--VA--MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Boston Region MPO	Boston, MA--NH--RI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Cabarrus-Rowan MPO	Charlotte, NC--SC	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Cartersville-Bartow Metropolitan Planning Organization	Atlanta, GA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Charlotte Regional Transportation Planning Organization	Charlotte, NC--SC	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Chicago Metropolitan Agency for Planning	Chicago, IL--IN	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Delaware Valley Regional Planning Commission	Philadelphia, PA--NJ--DE--MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	New York--Newark, NY--NJ--CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Denver Regional COG	Denver--Aurora, CO	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 1m overlapping with MPA	Do the MPA, urbanized area and at least one designated nonattainment or maintenance area overlap? <u>And</u> does that overlap area contain any NHS route segments, according to HPMS?
East-West Gateway Council of Government	St. Louis, MO--IL	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Gaston Cleveland Lincoln MPO	Charlotte, NC--SC	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Houston-Galveston Area Council	Houston, TX	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Indianapolis MPO	Indianapolis, IN	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Lancaster County Transportation Coordinating Committee	Philadelphia, PA--NJ--DE--MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Licking County Area Transportation Study	Columbus, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Maricopa Association of Governments	Phoenix--Mesa, AZ	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Memphis Urban Area MPO	Memphis, TN--MS--AR	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Metropolitan Council	Minneapolis--St. Paul, MN--WI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Metropolitan Transportation Commission	San Francisco--Oakland, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	San Jose, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Mid-Ohio Regional Planning Commission	Columbus, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
National Capital Region Transportation Planning Board	Washington, DC--VA--MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 1m overlapping with MPA	Do the MPA, urbanized area and at least one designated nonattainment or maintenance area overlap? <u>And</u> does that overlap area contain any NHS route segments, according to HPMS?
	Baltimore, MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
New York Metropolitan Transportation Council	New York--Newark, NY--NJ--CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
North Central Texas COG	Dallas--Fort Worth--Arlington, TX	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
North Jersey Transportation Planning Authority	New York--Newark, NY--NJ--CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Philadelphia, PA--NJ--DE--MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Northeast Ohio Areawide Coordinating Agency	Cleveland, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Northern Middlesex MPO	Boston, MA--NH--RI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Northwest Indiana Regional Planning Commission	Chicago, IL--IN	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Ohio-Kentucky-Indiana Regional Council of Governments	Cincinnati, OH--KY--IN	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Puerto Rico Metropolitan Planning Organization	San Juan, PR	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Puget Sound Regional Council	Seattle, WA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Regional Transportation Commission of Southern Nevada	Las Vegas--Henderson, NV	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Rock Hill-Fort Mill Area Transportation Study	Charlotte, NC--SC	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 1m overlapping with MPA	Do the MPA, urbanized area and at least one designated nonattainment or maintenance area overlap? <u>And</u> does that overlap area contain any NHS route segments, according to HPMS?
Sacramento Area COG	Sacramento, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
San Diego Association of Governments	San Diego, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
South Jersey Transportation Planning Organization	Philadelphia, PA--NJ--DE--MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Southeast Michigan COG	Detroit, MI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Southeastern Wisconsin Regional Planning Commission	Milwaukee, WI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Southern California Association of Governments	Los Angeles--Long Beach--Anaheim, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Riverside--San Bernardino, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Southwestern Pennsylvania Commission	Pittsburgh, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Wasatch Front Regional Council	Salt Lake City--West Valley City, UT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
West Memphis Area Transportation Study	Memphis, TN--MS--AR	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Wilmington Area Planning Council	Philadelphia, PA--NJ--DE--MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

Applicability

From 23 CFR 490.703:

The CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS).

Note that this table only reflects applicability for the first performance period updated at the mid-point (as of October 1, 2019), for urbanized areas with population greater than 1 million. The FHWA will make an additional determination for the second performance period on or before October 1, 2021.

Sources

- Nonattainment and maintenance areas and boundaries:
 - Nonattainment and maintenance area applicability was determined based on areas designated in [40 CFR Part 81](#) (accessed October 1, 2017). For areas whose maintenance plan ended after October 1, 2017 and on or before October 1, 2019, verification was provided from U.S. EPA or from the applicable FHWA Division Office. Some data were also verified from the [U.S. EPA Green Book](#).
 - Geographic boundaries for nonattainment and maintenance areas were provided by [US EPA Green Book](#), for Carbon Monoxide (1971 Standard); PM10 (1987 Standard); PM2.5 (1997, 2006, and 2012 Standards); and 8-Hour Ozone (2008 Standard), accessed on August 3, 2017.
 - For the PM2.5 1997 Standard, the geospatial data was not yet updated to include the revocation of the standard for maintenance areas on August 24, 2016. This data was manually updated. See: [Federal Register notice for Revocation of PM2.5 1997 Standard, 81 FR 58009](#).
- Urbanized area boundaries: For the analysis in this document, FHWA used “NHS” and “Urban Code” Data Item values contained in the Highway Performance Monitoring System (HPMS)⁸ to determine NHS segments within the urbanized areas above.
- State Boundary Data: 2010 TIGER/LINE Shapefile published by the [U.S. Census Bureau](#) (Accessed on August 3, 2017). For instance, if a State is in attainment for the applicable criteria pollutants, but that State is part of a multi-State urbanized area with more than 1 million in population and another part of that urbanized area contains an applicable nonattainment or maintenance area then the State that is in attainment would be required to work with the other States and establish a traffic congestion target.

Assumptions and Considerations

- According to 23 CFR 490.105(f)(5) and 490.107(c), MPOs are required to report targets and progress for the traffic congestion measures if the boundaries of an applicable urbanized area, NHS mileage and a nonattainment or maintenance area for one of the criteria

⁸ 2016 HPMS data from all State DOTs.

pollutants falls within the metropolitan planning area (MPA). All four conditions (MPA boundary, applicable urbanized area, NHS mileage, and nonattainment or maintenance area) must intersect for an MPO to be included in the table above. This is different from State DOT applicability because determination of State DOT applicability does not include all 4 conditions, it only includes 3 of the 4 (State boundary, applicable urbanized area, and NHS mileage). Thus, a State DOT must report targets whether or not the applicable nonattainment or maintenance area is within its boundary, while an MPO is not required to report targets if the nonattainment or maintenance area falls outside of the MPA boundary. .

- Note that this applicability is more specific than the applicability for the CMAQ MPO Performance Plan and the 2-year target requirements as well, in that it requires NHS mileage to intersect the urbanized area and nonattainment or maintenance area. See 23 CFR 490.105(f)(6)(iii) and 490.107(c)(3). As a result, one MPO must submit a CMAQ MPO Performance Plan but is not required to establish traffic congestion targets in the first performance period (although they are encouraged to participate in target selection, see below). This MPO is Mountainland Association of Governments in Utah.
- State DOTs and MPOs with applicability for this measure are required to establish and report single targets for each applicable urbanized area. (23 CFR 490.105(f)(5)(iii))

MPO Urbanized Area Coordination

As described in 23 CFR490.105(f)(5)(i), if an MPO is not required to establish targets for the traffic congestion measures for an urbanized area, but NHS highways cross any part of an urbanized area with a population greater than 1 million within a metropolitan planning area (MPA) and that urbanized area contains a nonattainment or maintenance area (for any one of the criteria pollutant) outside of its MPA, then that MPO is encouraged to coordinate with relevant State DOT(s) and MPO(s) in the target establishment process for the traffic congestion measures for that urbanized area.

Based on the analysis and data described above, FHWA encourages the MPOs listed below to coordinate with relevant State DOT(s) and MPO(s) in the target selection process for the traffic congestion measures for an urbanized area, as those targets cover the full extent of the urbanized area boundary.

Table 5. MPOs Encouraged to Coordinate in Target Selection for the Traffic Congestion Measures, but Not Required to Establish Targets.

MPO	Urbanized area with a population > 1m with part of a designated nonattainment or maintenance area for criteria pollutants
Central Massachusetts MPO	Boston, MA--NH--RI
Merrimack Valley MPO	Boston, MA--NH--RI
Montachusett MPO	Boston, MA--NH--RI
Old Colony MPO	Boston, MA--NH--RI
Rockingham Planning Commission	Boston, MA--NH--RI
Southeastern Massachusetts MPO	Boston, MA--NH--RI
Greater Hickory MPO	Charlotte, NC-SC
South Western MPO	New York--Newark, NY--NJ--CT
Mountainland Association of Governments	Salt Lake City--West Valley City, UT
Association of Monterey Bay Area Governments	San Jose, CA
Fredericksburg Area MPO	Washington, DC-VA-MD

Urbanized Area Targets for Traffic Congestion Measures

23 CFR 490.105(e)(8) and 490.105(f)(5) require that all State DOTs and MPOs serving an applicable urbanized area establish a single, unified target for each of the traffic congestion measures for each applicable urbanized area in the country.⁹ The table below lists all agencies geographically located in the vicinity of the applicable urbanized area and their roles in target selection process.¹⁰ For those agencies listed as “Yes” in the third column, targets must be established and reported as a uniform target for the urbanized area. Agencies listed as “No - but should coordinate in target selection process” are encouraged to coordinate in the target selection, but they are not required to establish or report the targets.

For detail on the coordination process and the selection of targets, please review 23 CFR 490.105(e) and (f), or contact the FHWA Office of Planning.

Table 6. Agencies Involved and Encouraged to Coordinate in Urbanized Area-Specific Traffic Congestion Targets.

Name of urbanized area with a population > 1m with any part of a designated nonattainment or maintenance area for criteria pollutants	Agencies Located in the Vicinity of the urbanized area	Required to establish Traffic Congestion Targets for urbanized area?
Atlanta, GA	Atlanta Regional Commission	Yes
	Cartersville-Bartow Metropolitan Planning Organization	Yes
	Georgia Department of Transportation (GDOT)	Yes
Baltimore, MD	Baltimore Regional Transportation Board	Yes
	National Capital Region Transportation Planning Board	Yes
	Maryland Department of Transportation (MDOT)	Yes
Boston, MA--NH--RI	Boston Region MPO	Yes
	Northern Middlesex MPO	Yes

⁹ 23 CFR 490.703: “The CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS).”

¹⁰ To be considered “in the vicinity” of an urbanized area, part of the urbanized area (as defined in the latest HPMS, see applicability lists above) must cross into the metropolitan planning area (MPA) or State boundary. Agencies without a target setting requirement either have no NHS mileage within that boundary, or no applicable nonattainment or maintenance area that intersect the urbanized area (in the case of MPOs).

Name of urbanized area with a population > 1m with any part of a designated nonattainment or maintenance area for criteria pollutants	Agencies Located in the Vicinity of the urbanized area	Required to establish Traffic Congestion Targets for urbanized area?
	Massachusetts Department of Transportation (MassDOT)	Yes
	New Hampshire Department of Transportation (NHDOT)	Yes
	Central Massachusetts MPO	No - but should coordinate in target selection process
	Merrimack Valley MPO	No - but should coordinate in target selection process
	Montachusett MPO	No - but should coordinate in target selection process
	Old Colony MPO	No - but should coordinate in target selection process
	Rockingham Planning Commission	No - but should coordinate in target selection process
	Southeastern Massachusetts MPO	No - but should coordinate in target selection process
Charlotte, NC-SC	Cabarrus-Rowan MPO	Yes
	Charlotte Regional Transportation Planning Organization	Yes
	Gaston Cleveland Lincoln MPO	Yes
	Rock Hill-Fort Mill Area Transportation Study	Yes
	North Carolina Department of Transportation (NCDOT)	Yes
	South Carolina Department of Transportation (SCDOT)	Yes
	Greater Hickory MPO	No - but should coordinate in target selection process
Chicago, IL--IN	Northwest Indiana Regional Planning Commission	Yes
	The Chicago Metropolitan Agency for Planning	Yes
	Illinois Department of Transportation (IDOT)	Yes

Name of urbanized area with a population > 1m with any part of a designated nonattainment or maintenance area for criteria pollutants	Agencies Located in the Vicinity of the urbanized area	Required to establish Traffic Congestion Targets for urbanized area?
	Indiana Department of Transportation (INDOT)	Yes
Cincinnati, OH--KY--IN	Ohio-Kentucky-Indiana Regional Council of Governments	Yes
	Kentucky Transportation Cabinet (KYTC)	Yes
	Ohio Department of Transportation (ODOT)	Yes
Cleveland, OH	Akron Metropolitan Area Transportation Study	Yes
	Northeast Ohio Areawide Coordinating Agency	Yes
	Ohio Department of Transportation (ODOT)	Yes
Columbus, OH	Licking County Area Transportation Study	Yes
	Mid-Ohio Regional Planning Commission	Yes
	Ohio Department of Transportation (ODOT)	Yes
Dallas--Fort Worth--Arlington, TX	North Central Texas COG	Yes
	Texas Department of Transportation (TxDOT)	Yes
Denver--Aurora, CO	Denver Regional COG	Yes
	Colorado Department of Transportation (CDOT)	Yes
Detroit, MI	Southeast Michigan COG	Yes
	Michigan Department of Transportation (MDOT)	Yes
Houston, TX	Houston-Galveston Area Council	Yes
	Texas Department of Transportation (TxDOT)	Yes
Indianapolis, IN	Indianapolis MPO	Yes
	Indiana Department of Transportation (INDOT)	Yes
Las Vegas--Henderson, NV	Regional Transportation Commission of Southern Nevada	Yes

Name of urbanized area with a population > 1m with any part of a designated nonattainment or maintenance area for criteria pollutants	Agencies Located in the Vicinity of the urbanized area	Required to establish Traffic Congestion Targets for urbanized area?
	Nevada Department of Transportation (NDOT)	Yes
Los Angeles--Long Beach--Anaheim, CA	Southern California Association of Governments	Yes
	California Department of Transportation (Caltrans)	Yes
Memphis, TN--MS--AR	Memphis Urban Area MPO	Yes
	West Memphis Area Transportation Study	Yes
	Arkansas Department of Transportation (ADOT)	Yes
	Mississippi Department of Transportation (MDOT)	Yes
	Tennessee Department of Transportation (TDOT)	Yes
Milwaukee, WI	Southeastern Wisconsin Regional Planning Commission	Yes
	Wisconsin Department of Transportation (WisDOT)	Yes
Minneapolis--St. Paul, MN--WI	Metropolitan Council	Yes
	Minnesota Department of Transportation (Mn/DOT)	Yes
	Wisconsin Department of Transportation (WisDOT)	Yes
New York--Newark, NY--NJ--CT	Delaware Valley Regional Planning Commission	Yes
	New York Metropolitan Transportation Council	Yes
	North Jersey Transportation Planning Authority	Yes
	New Jersey Department of Transportation (NJDOT)	Yes
	New York State Department of Transportation (NYSDOT)	Yes
	South Western MPO	No - but should coordinate in target selection process

Name of urbanized area with a population > 1m with any part of a designated nonattainment or maintenance area for criteria pollutants	Agencies Located in the Vicinity of the urbanized area	Required to establish Traffic Congestion Targets for urbanized area?
	Connecticut Department of Transportation (ConnDOT)	No - but should coordinate in target selection process
Philadelphia, PA--NJ--DE--MD	Delaware Valley Regional Planning Commission	Yes
	Lancaster County Transportation Coordinating Committee	Yes
	North Jersey Transportation Planning Authority	Yes
	South Jersey Transportation Planning Organization	Yes
	Wilmington Area Planning Council	Yes
	Delaware Department of Transportation (DelDOT)	Yes
	Maryland Department of Transportation (MDOT)	Yes
	New Jersey Department of Transportation (NJDOT)	Yes
	Pennsylvania Department of Transportation (PENNDOT)	Yes
Phoenix--Mesa, AZ	Maricopa Association of Governments	Yes
	Arizona Department of Transportation (ADOT)	Yes
Pittsburgh, PA	Southwestern Pennsylvania Commission	Yes
	Pennsylvania Department of Transportation (PENNDOT)	Yes
Riverside--San Bernardino, CA	Southern California Association of Governments	Yes
	California Department of Transportation (Caltrans)	Yes
Sacramento, CA	Sacramento Area COG	Yes
	California Department of Transportation (Caltrans)	Yes
Salt Lake City--West Valley City, UT	Wasatch Front Regional Council	Yes
	Utah Department of Transportation (UDOT)	Yes

Name of urbanized area with a population > 1m with any part of a designated nonattainment or maintenance area for criteria pollutants	Agencies Located in the Vicinity of the urbanized area	Required to establish Traffic Congestion Targets for urbanized area?
	Mountainland Association of Governments	No - but should coordinate in target selection process
San Diego, CA	San Diego Association of Governments	Yes
	California Department of Transportation (Caltrans)	Yes
San Francisco--Oakland, CA	Metropolitan Transportation Commission	Yes
	California Department of Transportation (Caltrans)	Yes
San Jose, CA	Metropolitan Transportation Commission	Yes
	California Department of Transportation (Caltrans)	Yes
	Association of Monterey Bay Area Governments	No - but should coordinate in target selection process
San Juan, PR	Puerto Rico Metropolitan Planning Organization	Yes
	Departamento de Transportación y Obras Públicas (DTOP)	Yes
Seattle, WA	Puget Sound Regional Council	Yes
	Washington Department of Transportation (WSDOT)	Yes
St. Louis, MO--IL	East-West Gateway Council of Government	Yes
	Illinois Department of Transportation (IDOT)	Yes
	Missouri Department of Transportation (MoDOT)	Yes
Washington, DC--VA--MD	Fredericksburg Area MPO	No - but should coordinate in target selection process
	Baltimore Regional Transportation Board	Yes
	National Capital Region Transportation Planning Board	Yes
	District Department of Transportation (DDOT)	Yes

Name of urbanized area with a population > 1m with any part of a designated nonattainment or maintenance area for criteria pollutants	Agencies Located in the Vicinity of the urbanized area	Required to establish Traffic Congestion Targets for urbanized area?
	Maryland Department of Transportation (MDOT)	Yes
	Virginia Department of Transportation (VDOT)	Yes