



Memorandum

TO: Regional Advisory Working Group

DATE: April 27, 2018

FR: Dave Vautin

RE: 2020 and 2022 Congestion Mitigation and Air Quality (CMAQ) Performance Targets – Update

At the April meeting of the Regional Advisory Working Group, staff sought feedback on MTC's federally-required targets for the CMAQ program for year 2020 and year 2022. While just three of the 29 transportation performance measures identified by the Federal Highway Administration and Federal Transit Administration, several of the CMAQ targets are unique in that they must be consistent between the state Department of Transportation and Metropolitan Planning Organization. For reference, the three performance measures associated with the CMAQ program are as follows:

1. Annual hours of peak-hour excessive delay per capita by urbanized area [targets 27(a) through 27(e)]
2. Percent of non-SOV travel by urbanized area [targets 28(a) through 28(e)]
3. Total emissions reductions from CMAQ-funded projects by pollutant [targets 29(a) through 29(e)]

Staff will provide a brief verbal update summarizing feedback received from regional stakeholders; staff will also highlight progress made in consultation meetings with Caltrans to reach agreement on appropriate Bay Area targets by the late May deadline. Attachment A provides a summary of the proposed CMAQ performance targets for 2020 and 2022. Final CMAQ targets are expected to go to the MTC Planning Committee in June, along with year 2018 transit asset condition targets, as part of the biannual federal performance targets update item.

Attachment:

- Attachment A: Summary of Proposed San Francisco Bay Area CMAQ Targets for 2020 and 2022

Summary: Proposed San Francisco Bay Area CMAQ Targets for 2020 and 2022 (*subject to revision based on discussions with Caltrans*)

ID	Performance Measure	Baseline	2020 Target	2022 Target
27(a)	Annual hours of peak-hour excessive delay per capita (San Francisco-Oakland UA)	TBD*	<i>not required this cycle</i>	TBD (-4.0%)
27(b)	Annual hours of peak-hour excessive delay per capita (San Jose UA)	TBD*	<i>not required this cycle</i>	TBD (-4.0%)
27(c) 27(d) 27(e)	<i>Annual hours of peak-hour excessive delay per capita (Concord UA, Santa Rosa UA, and Antioch UA)</i>	<i>n/a</i>	<i>not required this cycle</i>	
28(a)	Percent of non-single-occupant vehicle (SOV) travel (San Francisco-Oakland UA)	44.3% (2018 metric) (2012-16)	45.3% (+1.0%)	46.3% (+2.0%)
28(b)	Percent of non-single-occupant vehicle (SOV) travel (San Jose UA)	24.5% (2018 metric) (2012-16)	25.5% (+1.0%)	26.5% (+2.0%)
28(c) 28(d) 28(e)	<i>Percent of non-single-occupant vehicle (SOV) travel (Concord UA, Santa Rosa UA, and Antioch UA)</i>	<i>n/a</i>	<i>not required this cycle</i>	
29(a)	Total emissions reductions from CMAQ-funded projects (Fine particulate matter – PM2.5)	95.2 kg/day (FFY 2014-17)	56.1 kg/day (2-yr. period)	112.7 kg/day (4-yr. period)
29(b)	Total emissions reductions from CMAQ-funded projects (Particulate matter – PM10)	135.4 kg/day (FFY 2014-17)	80.0 kg/day (2-yr. period)	160.5 kg/day (4-yr. period)
29(c)	Total emissions reductions from CMAQ-funded projects (Carbon monoxide – CO**)	15,501.4 kg/day (FFY 2014-17)	6,442.9 kg/day (2-yr. period**)	11,885.5 kg/day (4-yr. period**)
29(d)	Total emissions reductions from CMAQ-funded projects (Volatile organic compounds – VOCs)	2,248.9 kg/day (FFY 2014-17)	771.4 kg/day (2-yr. period)	1,344.7 kg/day (4-yr. period)
29(e)	Total emissions reductions from CMAQ-funded projects (Nitrogen oxide - NOx)	2,179.7 kg/day (FFY 2014-17)	814.2 kg/day (2-yr. period)	1,441.83 kg/day (4-yr. period)

* = Awaiting baseline data from Caltrans related to targets 27(a) and 27(b); expected sometime in early May.

** = Target 29(c) may not be required once the San Francisco Bay Area's maintenance period for carbon monoxide ends later this year.