

ITEM 8 – ACTION
July 15, 2026

Approval of Performance Measures and Targets: VOC and NOx Targets

Action: Adopt Resolution R2-2027 to approve VOC and NOx targets.

Background: In June, TPB was briefed on two performance measures and proposed targets for on-road emissions reductions for Volatile Organic Compounds (VOCs) and for Nitrogen Oxides (NOx) from congestion mitigation and air quality (CMAQ) funded projects, including data, performance, and forecasting methodologies. The board will be asked to adopt the FY 2026-2029 targets that were presented last month.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ADOPT REGIONAL
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM –
ON-ROAD MOBILE SOURCE EMISSIONS TARGETS FOR 2026-2029 FOR THE
NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the provisions of the federal surface transportation acts continue the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and MPOs; and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to quadrennially establish data-driven targets for the Congestion Mitigation and Air Quality (CMAQ) Program performance measures and for MPOs to work in coordination with state DOTs in the development of two-year and four-year targets; and

WHEREAS, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are required to establish two-year and four-year targets for the performance measure of Emissions Reduction from CMAQ-funded projects and programs for their portion of the Washington DC nonattainment area for two applicable precursor pollutants for Ozone: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x), and the TPB is required to coordinate with state DOTs in the establishment of two-year and four-year targets for emissions reduction from CMAQ-funded projects and programs for the portion of the Washington, DC-MD-VA nonattainment area within the metropolitan planning area boundary; and

WHEREAS, TPB staff have coordinated with officials at DDOT, MDOT and VDOT to develop regional CMAQ Improvement Program – On-Road Mobile Source Emissions targets that are¹ evidence-based, consistent with the targets submitted by each member state DOT for the DC-MD-VA non-attainment area, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies; and

WHEREAS, the TPB calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve reductions in emissions; and

WHEREAS, the TPB will use the two- and four-year regional CMAQ Program target setting process as one method to evaluate the region's progress toward achieving aspirational goals going forward with each future performance period; and

WHEREAS, these CMAQ Improvement Program – On-Road Mobile Source Emissions targets have been reviewed by the TPB Technical Committee at its June 5 and July 1 meetings, and have been reviewed by the TPB at its June 17 meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of two- and four-year Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions targets for the period 2026-2029 for the National Capital Region, as shown in the following table and as described in the attached materials.

CMAQ Program: Emissions Reduction

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	2-year Target FFY 2026 – 2027	4-year Target FFY 2026 – 2029
Volatile Organic Compounds (VOCs)	0.556 Kg/Day	252.986 Kg/Day
Nitrogen Oxides (NO _x)	3.633 Kg/Day	316.973 Kg/Day



MEMORANDUM

TO: Transportation Planning Board Technical Committee
FROM: Robert d'Abadie, TPB Transportation Engineer
SUBJECT: Targets for On-Road VOC and NO_x Emissions Reductions from CMAQ-funded projects
DATE: July 9, 2026

In June, TPB was briefed on the performance measures and proposed targets for on-road emissions reductions from congestion mitigation and air quality (CMAQ) funded projects, including the data used, the forecasting methodologies employed, and the reported past performance. TPB staff received no comments and the targets proposed for TPB approval are the same as presented last month. State DOTs and MPOs must establish two- and four-year (CY 2027 and 2029) targets for total emissions reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) from on-road mobile sources for projects receiving CMAQ funding. This must be done for all nonattainment and maintenance areas within the state and MPO boundaries. This is done in accordance with federal regulations and as part of the region's performance-based planning and programming process. Targets must be evidence-based and predictive of anticipated outcomes, and they do not supersede or diminish any aspirational targets to which local, regional, or state jurisdictions are committed. State DOT reports on past performance for the 2022–2025 reporting period and on the two- and four-year targets for the 2026–2029 reporting period are due to the FHWA by October 1, 2026. Staff will present the targets at the July 15, 2026 TPB meeting for the Board's approval.

The targets are required to reflect the anticipated cumulative VOC and NO_x emissions reductions for CMAQ-funded projects. Table 1 describes this performance measure with reference to its Federal Code, data source, the required reporting frequency, and the anticipated timeframe for target-setting and adoption.

Table 1 - Performance Measures for On-Road Emissions Reductions from CMAQ-Funded Projects

Performance Measure	Description	Federal Code	Data Source	Frequency of Reporting
Volatile Organic Compounds (VOCs) Reductions	Sum of the VOC emissions reductions for projects receiving CMAQ funding	23 CFR 490, Subpart H	FHWA CMAQ Public Access System	Every four years, set new two- and four-year targets.
Nitrogen Oxides (NO_x) Reductions	Sum of the NO _x emissions reductions for projects receiving CMAQ funding	23 CFR 490, Subpart H	FHWA CMAQ Public Access System	Every four years, set new two- and four-year targets.

2026–2029 TARGETS FOR EMISSIONS REDUCTIONS FROM CMAQ-FUNDED PROJECTS

In developing the 2026-2029 performance period targets, TPB staff employed the methodology used in previous reporting periods. TPB staff worked with the state DOTs to determine their predicted emissions from anticipated CMAQ-funded projects. The MD and VA DOTs were able to provide VOC and NO_x reductions for their planned CMAQ-funded projects. These projects and their associated emissions benefits are listed in Attachment A. The District DOT did not identify any specific projects, as they are still in the project selection process. In consultation with DDOT, it was decided that the two- and four-year emissions reductions reported for the 2022-2025 performance period would be used as the 2026-2029 targets. The draft targets reflect the assumption that DDOT will be moving forward with projects of similar magnitude in the upcoming 2026-2029 reporting period. TPB staff calculated the regional emissions-reduction targets for CMAQ-funded projects for the 2026-2029 period as the sum of the anticipated emissions reductions for the state projects, as shown in Table 2.

Table 2: Two- and Four-Year VOC and NO_x Reduction Targets for CMAQ-funded Projects in the TPB Region

Performance Measure	Two-Year Targets 2026–2027	Four-Year Targets 2026–2029
Emissions Reduction for CMAQ-Funded Projects – VOC	0.556 kg/day	252.986 kg/day
Emissions Reduction for CMAQ-Funded Projects – NO _x	3.633 kg/day	316.973 kg/day

Attachment A – Maryland DOT and Virginia DOT 2026-2029 Programmed CMAQ Projects

DOT	Project Title	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)
MDOT	Sidewalk improvements, Shared-Use facilities (multiple projects)	2026-2027	0.08	0.08
MDOT	Commuter Connection Program FY26-29 (includes Carpool/Vanpool initiative)	2028-2029	109.64	136.07
MDOT	Ridesharing Program – MWCOG Region	2028-2029	2.7	2.7
MDOT	Sidewalk improvements, Shared-Use facilities (multiple projects)	2028-2029	0.024	0.028

DOT	Project Title	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)
VDOT	Manassas Park Signalization	2028	0.07	0.06
VDOT	Van Dorn-Beauregard Multi-Use Trail	2026	0.03	0.023
VDOT	Old Cameron Run Trail Construction	2026	0.042	0.04
VDOT	Citywide Bus Shelters Phase II	2026	0.398	0.167
VDOT	PRTC Bus Shelter Program	2026	0.102	0.112
VDOT	BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)	2026	1.525	0.021
VDOT	WMATA REPLACEMENT BUSES	2026	1.3281	0.0191