



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

As of October 1, 2021

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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 (CMAQ) Program. 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 annual hours peak hour excessive delay per capita (PHED) measure and the percent of non-single occupancy vehicle (non-SOV) measure.
2. One measure related to **on-road mobile source emissions**: the total emissions reduction measure.

The tables contained within this document present the applicability of the CMAQ traffic congestion and emissions measures for the second performance period for these measures. (23 CFR 490.105(e)(8)(iii) and (e)(9)(v)). The second performance period for the on-road mobile source emissions measure begins on October 1, 2021 and continues through September 30, 2025. The performance period for the traffic congestion measures (PHED and non-SOV measures) begins on January 1, 2022 and runs through December 31, 2025. (23 CFR 490.105(e)(4)).

The FHWA has updated these tables to reflect relevant data as of October 1, 2021. The data used to make the determination of applicability is described throughout this document. In brief, the following notable changes have occurred since the determination of applicability for the first performance period as of October 1, 2017:

- Updated nonattainment and maintenance area designations
 - Remove areas that have reached the end of the 20-year maintenance period
 - Add 2015 ozone nonattainment and maintenance areas
- Updated urbanized area boundaries
- Decrease population threshold for the congestion measures from 1 million to 200,000

Based on the available data on October 1, 2021, the applicability is defined below:

- **CMAQ On-road Source Emissions measure:**
 - **State DOTs** – 39 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 110 MPOs, 44 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).

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).

- **CMAQ Traffic Congestion Measures (for the second performance period)³:**
 - **State DOTs** – 39 State DOTs would be required to establish targets and report (§ 490.107) for applicable urbanized areas for the traffic congestion measures.⁴
 - **MPOs** – 83 MPOs would be required to establish targets for the traffic congestion measures for applicable urbanized areas.⁵

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.

Table 1 contains the 39 State DOTs required to establish targets and report performance for the measure, with the applicable NAAQS in each State. For the on-road mobile source emissions measure, state DOTs must set targets for each applicable criteria pollutant and precursor. The applicable precursor pollutants, volatile organic compounds (VOC) and nitrogen oxides (NO_x), are provided in Table 1 as well. VOC and NO_x are always applicable for all ozone areas and may be applicable in PM₁₀ and PM_{2.5} areas depending on the state/area's specific pollutant concerns.

³ In accordance with 23 CFR 490.105(e)(8)(ii) and (f)(5)(ii), the applicability for the traffic congestion measures 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. Accordingly, for the second performance period, the determination of applicability is based on data as of October 1, 2021 for these additional areas.

⁴ According to 2019 ACS 5-year population estimates, 186 urbanized areas have a population more than 200,000 in each of those urbanized areas. 92 of those 186 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 92 urbanized areas with a population more than 200,000, 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.

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

State Name	State DOT	National Ambient Air Quality Standards (NAAQS)							Precursors	
		24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	Ozone (2015)	CO	VOC	NOx
Alabama	Alabama Department of Transportation (ALDOT)			YES						YES
Alaska	Alaska Department of Transportation and Public Facilities (DOTPF)	YES		YES				YES		YES
Arizona	Arizona Department of Transportation (ADOT)	YES		YES		YES	YES	YES	YES	YES
Arkansas	Arkansas Department of Transportation (ADOT)					YES			YES	YES
California	California Department of Transportation (Caltrans)	YES	YES	YES	YES	YES	YES	YES	YES	YES
Colorado	Colorado Department of Transportation (CDOT)	YES				YES	YES	YES	YES	YES
Connecticut	Connecticut Department of Transportation (ConnDOT)	YES		YES		YES	YES		YES	YES
Delaware	Delaware Department of Transportation (DelDOT)			YES		YES	YES		YES	YES
District of Columbia	District Department of Transportation (DDOT)					YES	YES		YES	YES
Georgia	Georgia Department of Transportation (GDOT)					YES	YES		YES	YES
Idaho	Idaho Transportation Department (ITD)	YES		YES	YES			YES	YES	YES
Illinois	Illinois Department of Transportation (IDOT)	YES				YES	YES		YES	YES

State Name	State DOT	National Ambient Air Quality Standards (NAAQS)							Precursors	
		24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	Ozone (2015)	CO	VOC	NOx
Indiana	Indiana Department of Transportation (INDOT)	YES				YES	YES		YES	YES
Kentucky	Kentucky Transportation Cabinet (KYTC)					YES	YES		YES	YES
Louisiana	Louisiana Department of Transportation and Development (DOTD)					YES			YES	YES
Maryland	Maryland Department of Transportation (MDOT)					YES	YES		YES	YES
Massachusetts	Massachusetts Department of Transportation (MassDOT)					YES		YES	YES	YES
Michigan	Michigan Department of Transportation (MDOT)			YES			YES		YES	YES
Minnesota	Minnesota Department of Transportation (MnDOT)	YES								
Mississippi	Mississippi Department of Transportation (MDOT)					YES			YES	YES
Missouri	Missouri Department of Transportation (MoDOT)					YES	YES		YES	YES
Montana	Montana Department of Transportation (MDT)	YES	YES					YES		YES
Nevada	Nevada Department of Transportation (NDOT)	YES					YES	YES	YES	YES
New Jersey	New Jersey Department of Transportation (NJDOT)			YES		YES	YES	YES	YES	YES

State Name	State DOT	National Ambient Air Quality Standards (NAAQS)							Precursors	
		24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	Ozone (2015)	CO	VOC	NOx
New Mexico	New Mexico Department of Transportation (NMDOT)	YES					YES		YES	YES
New York	New York State Department of Transportation (NYSDOT)			YES		YES	YES	YES	YES	YES
North Carolina	North Carolina Department of Transportation (NCDOT)					YES			YES	YES
Ohio	Ohio Department of Transportation (ODOT)			YES	YES	YES	YES		YES	YES
Oregon	Oregon Department of Transportation (ODOT)	YES		YES				YES		YES
Pennsylvania	Pennsylvania Department of Transportation (PennDOT)	YES	YES	YES	YES	YES	YES	YES	YES	YES
South Carolina	South Carolina Department of Transportation (SCDOT)					YES			YES	YES
Tennessee	Tennessee Department of Transportation (TDOT)			YES		YES			YES	YES
Texas	Texas Department of Transportation (TxDOT)	YES				YES	YES	YES	YES	YES
Utah	Utah Department of Transportation (UDOT)	YES		YES			YES	YES	YES	YES
Virginia	Virginia Department of Transportation (VDOT)					YES	YES		YES	YES

State Name	State DOT	National Ambient Air Quality Standards (NAAQS)							Precursors	
		24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	Ozone (2015)	CO	VOC	NOx
Washington	Washington Department of Transportation (WSDOT)	YES		YES				YES		YES
West Virginia	West Virginia Department of Transportation (WVDOT)	YES		YES						YES
Wisconsin	Wisconsin Department of Transportation (WisDOT)			YES		YES	YES		YES	YES
Wyoming	Wyoming Department of Transportation (WYDOT)	YES				YES			YES	YES

Applicability

From 23 CFR 490.803 (in part):

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).

Sources

- Nonattainment and maintenance areas and boundaries:
 - Nonattainment and maintenance area applicability was determined based on areas designated in [40 CFR Part 81](#) (accessed January 22, 2021). For areas whose 20-year maintenance plan concludes by October 1, 2021, 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 and 2015 Standards), accessed on January 22, 2021. This GIS boundary data remains the most recent form US EPA (<https://www.epa.gov/green-book/green-book-gis-download>). Updated boundary descriptions from 86 FR 31438 (June 14, 2021) was included.
 - For the PM_{2.5} 1997 Standard, the available geospatial data does not 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 PM_{2.5} 1997 Standard, 81 FR 58009](#).
- State Boundary Data: 2010 TIGER/LINE Shapefile published by the U.S. Census Bureau (Accessed on January 22, 2021): [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 200,000 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 39 State DOTs required to implement the traffic congestion measures is provided in the Table 2.

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 > 200K (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)?
Alabama Department of Transportation (ALDOT)	Birmingham, AL	Yes – Required to establish urbanized area targets for the traffic congestion measures
Alaska Department of Transportation and Public Facilities	Anchorage, AK	Yes – Required to establish urbanized area targets for the traffic congestion measures
Arizona Department of Transportation (ADOT)	Phoenix--Mesa, AZ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Tucson, AZ	Yes – Required to establish urbanized area targets for the traffic congestion measures
	Avondale-Goodyear, AZ	Yes – Required to establish urbanized area targets for the traffic congestion measures
Arkansas Department of Transportation (ARDOT)	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.

State DOT	Urbanized area with a population > 200K (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)?
	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.
	Victorville--Hesperia, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Concord, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Bakersfield, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Murrieta--Temecula--Menifee, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Lancaster--Palmdale, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Fresno, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Indio--Cathedral City, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Mission Viejo--Lake Forest--San Clemente, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Santa Rosa, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Thousand Oaks, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Santa Clarita, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Modesto, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.

State DOT	Urbanized area with a population > 200K (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)?
	Stockton, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Oxnard, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures
	Antioch, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Visalia, CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Santa Barbara, 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.
	Fort Collins, CO	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Connecticut Department of Transportation (CTDOT)	Hartford, CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Bridgeport--Stamford, CT--NY	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	New Haven, CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Norwich--New London, CT--RI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Springfield, MA--CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Worcester, MA--CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Delaware Department of Transportation (DelDOT)	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.

State DOT	Urbanized area with a population > 200K (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)?
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.
Idaho Transportation Department	Boise City, ID	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)		
	Chicago, IL--IN	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	South Bend, IN--MI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Louisville/Jefferson County, KY--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.
	Louisville/Jefferson County, KY--IN	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Louisiana Department of Transportation and Development	Baton Rouge, LA	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.

State DOT	Urbanized area with a population > 200K (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)?
	Aberdeen--Bel Air South--Bel Air North, 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.
	Worcester, MA--CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Springfield, MA--CT	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.
	Flint, MI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Ann Arbor, MI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	South Bend, IN--MI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Toledo, OH--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.
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.
	Reno, NV--CA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
New Hampshire Department of Transportation (NH DOT)	Boston, MA--NH--RI	Yes – Required to establish urbanized area targets for the traffic congestion measures.

State DOT	Urbanized area with a population > 200K (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)?
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.
	Atlantic City, NJ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Trenton, NJ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Allentown--Bethlehem--Easton, PA--NJ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
New Mexico Department of Transportation (MNDOT)	El Paso, TX--NM	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.
	Poughkeepsie--Newburgh, NY--NJ	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.
	Concord, NC	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.
	Dayton, OH	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Akron, OH	Yes – Required to establish urbanized area targets for the traffic congestion measures.

State DOT	Urbanized area with a population > 200K (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)?
	Toledo, OH--MI	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Canton, OH	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Oregon Department of Transportation (ODOT)	Eugene, OR	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Salem, OR	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.
	Allentown--Bethlehem--Easton, PA--NJ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Harrisburg, PA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Lancaster, PA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	York, PA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Reading, PA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
Rhode Island Department of Transportation (RIDOT)	Norwich--New London, CT--RI	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.
	Knoxville, TN	Yes – Required to establish urbanized area targets for the traffic congestion measures.

State DOT	Urbanized area with a population > 200K (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.
	San Antonio, TX	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	El Paso, TX--NM	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Conroe--The Woodlands, TX	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Denton--Lewisville, TX	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	McKinney, 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.
	Ogden--Layton, UT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Provo--Orem, 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.
	Kennewick--Pasco, WA	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Spokane, 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.

State DOT	Urbanized area with a population > 200K (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)?

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).

Sources

- Nonattainment and maintenance areas and boundaries:
 - Nonattainment and maintenance area applicability was determined based on areas designated in [40 CFR Part 81](#) (accessed January 22, 2021). For areas whose maintenance plan concludes by October 1, 2021, 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 and 2015 Standards), accessed on January 22, 2021. This GIS boundary data remains the most recent form US EPA. Updated boundary descriptions from 86 FR 31438 (June 14, 2021) were included.
 - For the PM2.5 1997 Standard, the geospatial data does not 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 January 22, 2021). 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 200,000

⁶ 2020 HPMS data from all State DOTs.

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.

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 \(MPOBoundary_01082021.zip\)](#). 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).

Table 3 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)). The applicable criteria pollutants and precursor pollutants are provided. The applicable precursor pollutants, volatile organic compounds (VOC) and nitrogen oxides (NO_x) are provided in Table 3. VOC and NO_x are always applicable for all ozone areas and may be applicable in PM₁₀ and PM_{2.5} areas depending on the state/area's specific pollutant concerns.

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

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
MPOs subject to On-Road Mobile Source Emissions Measure												
Akron Metropolitan Area Transportation Study	Yes - CMAQ Performance Plan Required	Cleveland, OH				YES		YES	YES		YES	YES
Alamo Area MPO	Yes - CMAQ Performance Plan Required	San Antonio, TX							YES		YES	YES
Anchorage Metropolitan Area Transportation Solutions	NO			YES						YES		
Atlanta Regional Commission	Yes - CMAQ Performance Plan Required	Atlanta, GA						YES	YES		YES	YES
Baltimore Regional Transportation Board	Yes - CMAQ Performance Plan Required	Baltimore, MD	Washington, DC--VA--MD					YES	YES		YES	YES
Bannock Transportation Planning Organization	NO			YES							YES	YES
Benton-Franklin Council of Governments	NO			YES								
Birmingham MPO	NO					YES						YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Boston Region MPO	Yes - CMAQ Performance Plan Required ⁷	Boston, MA-NH-RI	Providence, RI--MA							YES		
Brooke-Hancock-Jefferson Metropolitan Planning Commission	NO			YES		YES						
Butte County Association of Governments	NO					YES		YES	YES		YES	YES
Cabarrus-Rowan MPO	Yes - CMAQ Performance Plan Required	Charlotte, NC-SC						YES			YES	YES
Cache MPO	NO					YES						YES
Calvert - St. Mary's Metropolitan Planning Organization	NO							YES	YES		YES	YES
Cambria County MPO	NO					YES						YES
Capital Region COG	NO							YES	YES		YES	YES

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

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Capital Region Planning Commission (Baton Rouge MPO)	NO							YES			YES	YES
Cartersville-Bartow Metropolitan Planning Organization	Yes - CMAQ Performance Plan Required	Atlanta, GA						YES	YES		YES	YES
Central Lane MPO	NO			YES								
Central Massachusetts MPO	NO	Boston, MA-NH-RI	Providence, RI--MA							YES		
Charlotte Regional Transportation Planning Organization	Yes - CMAQ Performance Plan Required	Charlotte, NC-SC						YES			YES	YES
Chicago Metropolitan Agency for Planning	Yes - CMAQ Performance Plan Required	Chicago, IL-IN		YES				YES	YES		YES	YES
Community Planning Association of Southwest Idaho	NO			YES						YES	YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Delaware Valley Regional Planning Commission	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD	New York-Newark, NY-NJ-CT			YES	YES	YES	YES		YES	YES
Denver Regional COG	Yes - CMAQ Performance Plan Required	Denver-Aurora, CO		YES				YES	YES	YES	YES	YES
Dover/Kent County MPO	NO					YES	YES	YES	YES		YES	YES
East-West Gateway Council of Government	Yes - CMAQ Performance Plan Required	St. Louis, MO-IL						YES	YES		YES	YES
El Paso MPO	NO			YES					YES	YES	YES	YES
Fairbanks Metropolitan Area Transportation System	NO					YES				YES		YES
Fresno Council of Governments	NO			YES	YES	YES	YES	YES	YES		YES	YES
Gaston Cleveland Lincoln MPO	Yes - CMAQ Performance Plan Required	Charlotte, NC-SC						YES			YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Great Falls Planning and Community Development Department	NO									YES		
Greater Bridgeport / Valley MPO	NO					YES		YES	YES		YES	YES
Harrisburg Area Transportation Study	NO					YES						YES
Housatonic Valley MPO	NO					YES		YES	YES		YES	YES
Houston-Galveston Area Council	Yes - CMAQ Performance Plan Required	Houston, TX						YES	YES		YES	YES
Kern COG	NO			YES	YES	YES	YES	YES	YES		YES	YES
Kings County Association of Governments	NO			YES	YES	YES	YES	YES	YES		YES	YES
Knoxville Regional Transportation Planning Organization	NO					YES		YES			YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Lancaster County Transportation Coordinating Committee	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD				YES		YES			YES	YES
Lebanon County MPO	NO					YES	YES					YES
Lehigh Valley Transportation Study	NO					YES		YES			YES	YES
Licking County Area Transportation Study	Yes - CMAQ Performance Plan Required	Columbus, OH						YES	YES		YES	YES
Louisville Area MPO	Yes - CMAQ Performance Plan Required	Louisville/Jefferson County, KY-IN							YES		YES	YES
Lower Connecticut River Valley MPO	NO							YES	YES		YES	YES
Macatawa Area Coordinating Council	NO								YES		YES	YES
Madera County Transportation Commission	NO			YES	YES	YES	YES	YES	YES		YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Maricopa Association of Governments	Yes - CMAQ Performance Plan Required	Phoenix-Mesa, AZ		YES		YES		YES	YES	YES	YES	YES
Memphis Urban Area MPO	Yes - CMAQ Performance Plan Required	Memphis, TN-MS-AR						YES			YES	YES
Merced County Association of Governments	NO			YES	YES	YES	YES	YES	YES		YES	YES
Metropolitan Council	Yes - CMAQ Performance Plan Required	Minneapolis-St. Paul, MN		YES								
Metropolitan Transportation Commission	Yes - CMAQ Performance Plan Required	San Francisco-Oakland, CA	San Jose, CA			YES		YES	YES		YES	YES
Miami Valley Regional Planning Commission	NO							YES	YES		YES	YES
Middle Rogue MPO	NO			YES								
Mid-Ohio Regional Planning Commission	Yes - CMAQ Performance Plan Required	Columbus, OH						YES	YES		YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
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	YES	YES	YES
National Capital Region Transportation Planning Board	Yes - CMAQ Performance Plan Required	Washington, DC-VA-MD	Baltimore, MD					YES	YES		YES	YES
Naugatuck Valley Council of Governments	NO					YES		YES	YES		YES	YES
New York Metropolitan Transportation Council	Yes - CMAQ Performance Plan Required	New York-Newark, NY-NJ-CT				YES		YES	YES	YES	YES	YES
North Central Texas COG	Yes - CMAQ Performance Plan Required	Dallas-Fort Worth-Arlington, TX						YES	YES		YES	YES
North Front Range MPO	NO							YES	YES	YES	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	YES	YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
MPOs subject to On-Road Mobile Source Emissions Measure												
Northeast Ohio Areawide Coordinating Agency	Yes - CMAQ Performance Plan Required	Cleveland, OH				YES	YES	YES	YES		YES	YES
Northeastern Pennsylvania Planning Alliance MPO	NO							YES			YES	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		YES	YES
Ohio-Kentucky-Indiana Regional Council of Governments	Yes - CMAQ Performance Plan Required	Cincinnati, OH-KY-IN						YES	YES		YES	YES
Orange County Transportation Council	NO					YES						YES
Pima Association of Governments	NO			YES								
Pioneer Valley MPO	NO									YES		

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
MPOs subject to On-Road Mobile Source Emissions Measure												
Policy Committee of the Erie Regional Planning Commission	NO					YES	YES	YES	YES		YES	YES
Puget Sound Regional Council	Yes - CMAQ Performance Plan Required	Seattle, WA				YES						YES
Reading Area Transportation Study	NO							YES			YES	YES
Regional Intergovernmental Council	NO					YES						YES
Regional Transportation Commission of Southern Nevada	Yes - CMAQ Performance Plan Required	Las Vegas-Henderson, NV		YES					YES	YES	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			YES	YES
Rogue Valley MPO	NO			YES						YES		

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Sacramento Area COG	Yes - CMAQ Performance Plan Required	Sacramento, CA		YES		YES		YES	YES		YES	YES
Salem-Keizer Area Transportation Study	NO									YES		
Salisbury-Wicomico MPO	NO							YES			YES	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	YES		YES	YES
San Luis Obispo COG	NO							YES	YES		YES	YES
Sheboygan MPO	NO							YES	YES		YES	YES
South Central Regional COG	NO			YES		YES		YES	YES		YES	YES
South Jersey Transportation Planning Organization	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD						YES	YES		YES	YES
South Western MPO	NO	New York-Newark, NY-NJ-CT				YES		YES	YES		YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Southeast Michigan COG	Yes - CMAQ Performance Plan Required	Detroit, MI				YES			YES		YES	YES
Southeastern Connecticut COG	NO							YES	YES		YES	YES
Southeastern Wisconsin Regional Planning Commission	Yes - CMAQ Performance Plan Required	Milwaukee, WI				YES		YES	YES		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	YES	YES	YES
Southwest Michigan Planning Commission	NO								YES		YES	YES
Southwestern Pennsylvania Commission	Yes - CMAQ Performance Plan Required	Pittsburgh, PA		YES	YES	YES	YES	YES		YES	YES	YES
Spokane Regional Transportation Council	NO			YES						YES		
Stanislaus COG	NO			YES	YES	YES	YES	YES	YES		YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
MPOs subject to On-Road Mobile Source Emissions Measure												
Stark County Area Transportation Study	NO					YES						YES
Sun Corridor Metropolitan Planning Organization	NO			YES		YES						YES
Tri-Cities Metropolitan Area Transportation Study	NO			YES								
Tulare County Association of Governments	NO			YES	YES	YES	YES	YES	YES		YES	YES
Walla Walla Valley MPO	NO			YES								
Wasatch Front Regional Council	Yes - CMAQ Performance Plan Required	Salt Lake City-West Valley City, UT		YES		YES			YES		YES	YES
West Memphis Area Transportation Study	Yes - CMAQ Performance Plan Required	Memphis, TN-MS-AR						YES			YES	YES
West Michigan Shoreline Regional Development Commission	NO								YES		YES	YES

MPO Name	Applicability Parameter			National Ambient Air Quality Standards (NAAQS)							Precursors	
	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)	Ozone (2015)	CO	VOC	NOx
Wilmington Area Planning Council	Yes - CMAQ Performance Plan Required	Philadelphia, PA-NJ-DE-MD				YES		YES	YES		YES	YES
Yakima Valley MPO	NO			YES						YES		
Yellowstone County Planning Board	NO									YES		
York Area MPO	NO					YES						YES
Yuma MPO	NO			YES					YES		YES	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 January 22, 2021). For areas whose maintenance plan concludes by October 1, 2021, 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 and 2015 Standards), accessed on January 22, 2021. Updated boundary descriptions from 86 FR 31438 (June 14, 2021) were included.
 - For the PM2.5 1997 Standard, the geospatial data does not 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](#) (FHWA Adj UA_2010.zip accessed on January 22, 2021). HEPGIS reflects all updated urbanized area boundaries included in the HPMS submittal from State DOTs and MPOs.
- Metropolitan Planning Area Data: FHWA HEPGIS (MPOBoundary_01082021.zip accessed on January 22, 2021): [HEPGIS MPO Boundaries](#).
- State Boundary Data: 2010 TIGER/LINE Shapefile published by the [U.S. Census Bureau](#) (Accessed on January 22, 2021). 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 200,000 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”.

Traffic Congestion Measure Applicability Criteria

Pursuant to 23 CFR 490.105(f)(5)(ii), 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 200,000, 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. (See Table 4)

Table 4. Applicable MPOs for the Traffic Congestion Measures

MPO Name	Urbanized area with population > 200K 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.
	Akron, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Alamo Area MPO	San Antonio, TX	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Anchorage Metropolitan Area Transportation Solutions	Anchorage, AK	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.
	Aberdeen – Bel Air South – Bel Air North, 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.
Capital Region Planning Commission	Baton Rouge, LA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Benton-Franklin Council of Governments	Kennewick--Pasco, WA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Birmingham MPO	Birmingham, AL	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.

MPO Name	Urbanized area with population > 200K 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?
	Concord, NC	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Capital Region COG	Hartford, CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Springfield, MA-CT	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.
Central Lane MPO	Eugene, OR	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Central Massachusetts MPO	Worcester, MA--CT	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.
Community Planning Association of Southwest Idaho	Boise City, ID	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.
	Trenton, NJ	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Allentown--Bethlehem--Easton, PA--NJ	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 > 200K 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.
El Paso MPO	El Paso, TX--NM	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Fresno Council of Governments	Fresno, CA	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.
Greater Bridgeport / Valley MPO	Bridgeport--Stamford, CT--NY	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Harrisburg Area Transportation Study	Harrisburg, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Housatonic Valley MPO	Bridgeport--Stamford, CT--NY	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.
	Conroe--The Woodlands, TX	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Kern COG	Bakersfield, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Knoxville Regional Transportation Planning Organization	Knoxville, TN	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.
	Lancaster, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 200K 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?
Lebanon County MPO	Harrisburg, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Lehigh Valley Transportation Study	Allentown--Bethlehem--Easton, PA--NJ	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.
Louisville Area MPO	Louisville/Jefferson County, KY--IN	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Lower Connecticut River Valley MPO	New Haven, CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Hartford, CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Norwich--New London, CT--RI	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.
	Avondale--Goodyear, 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.

MPO Name	Urbanized area with population > 200K 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?
	Concord, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Santa Rosa, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Antioch, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Miami Valley Regional Planning Commission	Dayton, OH	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.
Mountainland Association of Governments	Provo--Orem, UT	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.
	Baltimore, MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Naugatuck Valley Council of Governments	Bridgeport--Stamford, CT--NY	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Hartford, CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	New Haven, CT	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.

MPO Name	Urbanized area with population > 200K 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?
	Denton--Lewisville, TX	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	McKinney, TX	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
North Front Range MPO	Fort Collins, CO	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.
	Allentown--Bethlehem--Easton, PA--NJ	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.
	Akron, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Northeastern Pennsylvania Planning Alliance MPO	Allentown--Bethlehem--Easton, PA--NJ	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.
	Dayton, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 200K 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?
Orange County Transportation Council	Poughkeepsie--Newburgh, NY--NJ	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Pima Association of Governments	Tucson, AZ	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Pioneer Valley MPO	Springfield, MA--CT	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.
Reading Area Transportation Study	Reading, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Allentown--Bethlehem--Easton, PA--NJ	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.
Regional Transportation Commission of Washoe County	Reno, NV--CA	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.
Sacramento Area COG	Sacramento, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Salem-Keizer Area Transportation Study	Salem, OR	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 200K 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?
San Diego Association of Governments	San Diego, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Mission Viejo--Lake Forest--San Clemente, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
San Joaquin COG	Stockton, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
South Central Regional COG	New Haven, CT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Bridgeport--Stamford, CT--NY	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.
	Atlantic City, NJ	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
South Western MPO	Bridgeport--Stamford, CT--NY	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.
	Ann Arbor, MI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Toledo, OH--MI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Southeastern Connecticut COG	Norwich--New London, CT--RI	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.

MPO Name	Urbanized area with population > 200K 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?
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.
	Victorville--Hesperia, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Murrieta--Temecula--Menifee, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Lancaster--Palmdale, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Indio--Cathedral City, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Mission Viejo--Lake Forest--San Clemente, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Thousand Oaks, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Santa Clarita, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Oxnard, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Santa Barbara, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Southwest Michigan Planning Commission	South Bend, IN--MI	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 200K 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?
Southwestern Pennsylvania Commission	Pittsburgh, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Spokane Regional Transportation Council	Spokane, WA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Stanislaus COG	Modesto, CA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
Stark County Area Transportation Study	Canton, OH	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Akron, OH	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.
Tulare County Association of Governments	Visalia, CA	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.
	Ogden--Layton, UT	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
West Memphis – Marion 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.
	Aberdeen--Bel Air South--Bel Air North, MD	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.

MPO Name	Urbanized area with population > 200K 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?
York Area MPO	York, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Harrisburg, PA	Yes- Required to establish targets for the traffic congestion measures for the urbanized area.
	Lancaster, PA	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 second performance period (as of October 1, 2021), for urbanized areas with population greater than 200,000.

Sources

- Nonattainment and maintenance areas and boundaries:
 - Nonattainment and maintenance area applicability was determined based on areas designated in [40 CFR Part 81](#) (accessed January 22, 2021). For areas whose maintenance plan concludes by October 1, 2021, 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 and 2015 Standards), accessed on August 3, 2017. Updated boundary descriptions from 86 FR 31438 (June 14, 2021) were included.
 - For the PM2.5 1997 Standard, the geospatial data does not 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 January 22, 2021). 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 200,000 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 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).
- 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))

⁸ 2020 HPMS data from all State DOTs.

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 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 more than 200,000 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.

Table 5 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 for the traffic congestion measures for an urbanized area, as those targets cover the full extent of the urbanized area boundary, but they are not required to establish or report the targets, as provided in 23 CFR 490.105(f)(5)(ii). 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 5. Agencies Required and Agencies Encouraged to Coordinate in Urbanized Area-Specific Traffic Congestion Targets.

Name of urbanized area with a population > 200K 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?
Aberdeen – Bel Air South-Bel Air North, MD	Baltimore Regional Transportation Board	Yes
	Maryland DOT	Yes
	Wilmington Area Planning Council	Yes
Akron, OH	Akron Metropolitan Area Transportation Study	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 PM2.5) 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).

	Northeast Ohio Areawide Coordinating Agency	Yes
	Ohio DOT	Yes
	Stark County Area Transportation Study	Yes
Allentown--Bethlehem--Easton, PA--NJ	Delaware Valley Regional Planning Commission	Yes
	Lehigh Valley Transportation Study	Yes
	New Jersey DOT	Yes
	North Jersey Transportation Planning Authority	Yes
	Northeastern Pennsylvania Planning Alliance MPO	Yes
	Pennsylvania DOT	Yes
	Reading Area Transportation Study	Yes
Anchorage, AK	Alaska Department of Transportation and Public Facilities	Yes
	Anchorage Metropolitan Area Transportation Solutions	Yes
Ann Arbor, MI	Michigan DOT	Yes
	Southeast Michigan COG	Yes
Antioch, CA	California DOT	Yes
	Metropolitan Transportation Commission	Yes
Atlanta, GA	Atlanta Regional Commission	Yes
	Cartersville-Bartow Metropolitan Planning Organization	Yes

	Georgia DOT	Yes
	Gainesville-Hall MPO	No - but should coordinate in target selection process
Atlantic City, NJ	New Jersey DOT	Yes
	South Jersey Transportation Planning Organization	Yes
Avondale--Goodyear, AZ	Arizona DOT	Yes
	Maricopa Association of Governments	Yes
Bakersfield, CA	California DOT	Yes
	Kern COG	Yes
Baltimore, MD	Baltimore Regional Transportation Board	Yes
	National Capital Region Transportation Planning Board	Yes
	Maryland DOT	Yes
Baton Rouge, LA	Capital Region Planning Commission (Baton Rouge MPO)	Yes
	Louisiana DOT	Yes
Birmingham, AL	Alabama DOT	Yes
	Birmingham MPO	Yes
Boise City, ID	Community Planning Association of Southwest Idaho	Yes
	Idaho DOT	Yes
Boston, MA--NH--RI	Boston Region MPO	Yes
	Northern Middlesex MPO	Yes
	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
Bridgeport--Stamford, CT--NY	Connecticut DOT	Yes
	Greater Bridgeport / Valley MPO	Yes
	Housatonic Valley MPO	Yes
	Naugatuck Valley Council of Governments	Yes
	South Central Regional COG	Yes
	South Western MPO	Yes
Canton, OH	Ohio DOT	Yes
	Stark County Area Transportation Study	Yes
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 DOT	Yes
	South Carolina DOT	Yes
Chicago, IL--IN	Northwest Indiana Regional Planning Commission	Yes

	Chicago Metropolitan Agency for Planning	Yes
	Illinois DOT	Yes
	Indiana DOT	Yes
Cincinnati, OH--KY--IN	Ohio-Kentucky-Indiana Regional Council of Governments	Yes
	Kentucky Transportation Cabinet (KYTC)	Yes
	Ohio DOT	Yes
Cleveland, OH	Akron Metropolitan Area Transportation Study	Yes
	Northeast Ohio Areawide Coordinating Agency	Yes
	Ohio DOT	Yes
Columbus, OH	Licking County Area Transportation Study	Yes
	Mid-Ohio Regional Planning Commission	Yes
	Ohio DOT	Yes
Concord, CA	California DOT	Yes
	Metropolitan Transportation Commission	Yes
Concord, NC	Cabarrus-Rowan MPO	Yes
	North Carolina DOT	Yes
Conroe--The Woodlands, TX	Houston-Galveston Area Council	Yes
	Texas DOT	Yes
Dallas--Fort Worth--Arlington, TX	North Central Texas COG	Yes
	Texas DOT	Yes
Dayton, OH	Miami Valley Regional Planning Commission	Yes

	Ohio DOT	Yes
	Ohio-Kentucky-Indiana Regional Council of Governments	Yes
Denton-Lewisville, TX	North Central Texas COG	Yes
	Texas DOT	Yes
Denver--Aurora, CO	Denver Regional COG	Yes
	Colorado DOT	Yes
Detroit, MI	Southeast Michigan COG	Yes
	Michigan DOT	Yes
El Paso, TX--NM	El Paso MPO	Yes
	New Mexico DOT	Yes
	Texas DOT	Yes
Eugene, OR	Central Lane MPO	Yes
	Oregon DOT	Yes
Flint, MI	Genesee County Metropolitan Planning Commission	No - but should coordinate in target selection process
	Michigan DOT	Yes
Fort Collins, CO	Colorado DOT	Yes
	North Front Range MPO	Yes
Fresno, CA	California DOT	Yes
	Fresno Council of Governments	Yes
Harrisburg, PA	Harrisburg Area Transportation Study	Yes
	Lebanon County MPO	Yes

	Pennsylvania DOT	Yes
	York Area MPO	Yes
Hartford, CT	Capital Region COG	Yes
	Connecticut DOT	Yes
	Lower Connecticut River Valley MPO	Yes
	Naugatuck Valley Council of Governments	Yes
Houston, TX	Houston-Galveston Area Council	Yes
	Texas DOT	Yes
Indio--Cathedral City, CA	California DOT	Yes
	Southern California Association of Governments	Yes
Kennewick--Pasco, WA	Benton-Franklin Council of Governments	Yes
	Washington DOT	Yes
Knoxville, TN	Knoxville Regional Transportation Planning Organization	Yes
	Tennessee DOT	Yes
Lancaster, PA	Lancaster County Transportation Coordinating Committee	Yes
	Pennsylvania DOT	Yes
	York Area MPO	YES
Lancaster--Palmdale, CA	California DOT	Yes
	Southern California Association of Governments	Yes

Las Vegas--Henderson, NV	Regional Transportation Commission of Southern Nevada	Yes
	Nevada DOT	Yes
Los Angeles--Long Beach--Anaheim, CA	Southern California Association of Governments	Yes
	California DOT	Yes
Louisville/Jefferson County, KY--IN	Indiana DOT	Yes
	Kentucky Transportation Cabinet (KYTC)	Yes
	Louisville Area MPO	Yes
McKinney, TX	North Central Texas COG	Yes
	Texas DOT	Yes
Memphis, TN--MS--AR	Memphis Urban Area MPO	Yes
	West Memphis Area Transportation Study	Yes
	Arkansas DOT	Yes
	Mississippi DOT	Yes
	Tennessee DOT	Yes
Milwaukee, WI	Southeastern Wisconsin Regional Planning Commission	Yes
	Wisconsin DOT	Yes
Minneapolis--St. Paul, MN--WI	Metropolitan Council	Yes
	Minnesota DOT	Yes
Mission Viejo--Lake Forest--San Clemente, CA	California DOT	Yes
	San Diego Association of Governments	Yes
	Southern California Association of Governments	Yes

Modesto, CA	California DOT	Yes
	Stanislaus COG	Yes
Murrieta--Temecula-- Menifee, CA	California DOT	Yes
	Southern California Association of Governments	Yes
New Haven, CT	Connecticut DOT	Yes
	Lower Connecticut River Valley MPO	Yes
	Naugatuck Valley Council of Governments	Yes
	South Central Regional COG	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 DOT	Yes
	New York State DOT	Yes
Norwich--New London, CT-- RI	Connecticut DOT	Yes
	Lower Connecticut River Valley MPO	Yes
	Rhode Island DOT	Yes
	Southeastern Connecticut COG	Yes
	State Planning Council	No - but should coordinate in target selection process
Ogden--Layton, UT	Utah DOT	Yes

	Wasatch Front Regional Council	Yes
Oxnard, CA	California DOT	Yes
	Southern California Association of Governments	Yes
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 DOT	Yes
	Maryland DOT	Yes
	New Jersey DOT	Yes
	Pennsylvania DOT	Yes
Phoenix--Mesa, AZ	Maricopa Association of Governments	Yes
	Arizona DOT	Yes
Pittsburgh, PA	Southwestern Pennsylvania Commission	Yes
	Pennsylvania DOT	Yes
Poughkeepsie--Newburgh, NY--NJ	New York DOT	Yes
	Orange County Transportation Council	Yes
	Dutchess County Transportation Council	No - but should coordinate in target selection process
Provo--Orem, UT	Mountainland Association of Governments	Yes

	Utah DOT	Yes
Reading, PA	Pennsylvania DOT	Yes
	Reading Area Transportation Study	Yes
Reno, NV--CA	Nevada DOT	Yes
	Regional Transportation Commission of Washoe County	Yes
Riverside--San Bernardino, CA	Southern California Association of Governments	Yes
	California DOT	Yes
Sacramento, CA	Sacramento Area COG	Yes
	California DOT	Yes
Salem, OR	Oregon DOT	Yes
	Salem-Keizer Area Transportation Study	Yes
Salt Lake City--West Valley City, UT	Wasatch Front Regional Council	Yes
	Utah DOT	Yes
San Antonio, TX	Alamo Area MPO	Yes
	Texas DOT	Yes
San Diego, CA	San Diego Association of Governments	Yes
	California DOT	Yes
San Francisco--Oakland, CA	Metropolitan Transportation Commission	Yes
	California DOT	Yes
San Jose, CA	Metropolitan Transportation Commission	Yes
	California DOT	Yes

San Juan, PR	Puerto Rico Metropolitan Planning Organization	Yes
	Departamento de Transportación y Obras Públicas (DTOP)	Yes
Santa Barbara, CA	California DOT	Yes
	Santa Barbara County Association of Governments	No - but should coordinate in target selection process
	Southern California Association of Governments	Yes
Santa Clarita, CA	California DOT	Yes
	Southern California Association of Governments	Yes
Santa Rosa, CA	California DOT	Yes
	Metropolitan Transportation Commission	Yes
Seattle, WA	Puget Sound Regional Council	Yes
	Washington DOT	Yes
South Bend, IN--MI	Indiana DOT	Yes
	Michiana Area COG	No - but should coordinate in target selection process
	Michigan DOT	Yes
	Southwest Michigan Planning Commission	Yes
Spokane, WA	Spokane Regional Transportation Council	Yes
	Washington DOT	Yes
Springfield, MA--CT	Capital Region COG	Yes
	Connecticut DOT	Yes

	Massachusetts DOT	Yes
	Pioneer Valley MPO	Yes
St. Louis, MO--IL	East-West Gateway Council of Government	Yes
	Illinois DOT	Yes
	Missouri DOT	Yes
Stockton, CA	California DOT	Yes
	San Joaquin COG	Yes
Thousand Oaks, CA	California DOT	Yes
	Southern California Association of Governments	Yes
Toledo, OH--MI	Michigan DOT	Yes
	Ohio DOT	Yes
	Southeast Michigan COG	Yes
	Toledo Metropolitan Area COG	No - but should coordinate in target selection process
Trenton, NJ	Delaware Valley Regional Planning Commission	Yes
	New Jersey DOT	Yes
Tucson, AZ	Arizona DOT	Yes
	Pima Association of Governments	Yes
Victorville--Hesperia, CA	California DOT	Yes
	Southern California Association of Governments	Yes

Visalia, CA	California DOT	Yes
	Tulare County Association of Governments	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 DOT	Yes
	Maryland DOT	Yes
	Virginia DOT	Yes
Worcester, MA--CT	Central Massachusetts MPO	Yes
	Connecticut DOT	Yes
	Massachusetts DOT	Yes
	Montachusett MPO	No - but should coordinate in target selection process
York, PA	Pennsylvania DOT	Yes
	York Area MPO	Yes

APPENDIX:

List of Entities Presented in Applicability Tables 1-5

This appendix includes a reference list of all the entities found in Tables 1-5 of the Applicability Tables for the second performance period (*data as of October 1, 2021*). State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) that are not found on any table are not included. This reference can be used to find entities presented on one or more of the Applicability Tables by state. It is organized first by state alphabetically (column 1) then by entity name alphabetically (column 2). This reference table does not itself provide any requirements for states and MPOs; it merely provides a look-up mechanism to find entities that appear on one or more of Tables 1-5.

Table 1 State DOTs Required to Establish Targets and Report Performance for the CMAQ Emissions Measure (with Applicable NAAQS and Precursors)
Table 2 State DOTs Required to Establish Targets and Report Progress for the Traffic Congestion Measures (with Applicable Urbanized Areas)
Table 3 Applicable MPOs for the On-Road Mobile Source Emissions Measure and the CMAQ Performance Plan
Table 4 Applicable MPOs for the Traffic Congestion Measures
Table 5 Agencies Required and Agencies Encouraged to Coordinate in Urbanized Area-Specific Traffic Congestion Targets.

Yes = present in table No = not present in table -- = not pertinent to table content

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5
<i>Alabama</i>	Alabama Department of Transportation	Yes	Yes	--	--	Yes
	Birmingham MPO	--	--	Yes	Yes	Yes
<i>Alaska</i>	Alaska Department of Transportation and Public Facilities (DOTPF)	Yes	Yes	--	--	Yes
	Anchorage Metropolitan Area Transportation Solutions	--	--	Yes	Yes	Yes
	Fairbanks Metropolitan Area Transportation System	--	--	Yes	No	No
<i>Arizona</i>	Arizona Department of Transportation	Yes	Yes	--	--	Yes
	Maricopa Association of Governments	--	--	Yes	Yes	Yes
	Pima Association of Governments	--	--	Yes	Yes	Yes
	Sun Corridor Metropolitan Planning Organization	--	--	Yes	No	No
	Yuma MPO	--	--	Yes	No	No

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5
<i>Arkansas</i>	Arkansas Department of Transportation	Yes	Yes	--	--	Yes
	West Memphis-Marion Area Transportation Study	--	--	Yes	Yes	Yes
<i>California</i>	Butte County Association of Governments	--	--	Yes	No	No
	California Department of Transportation	Yes	Yes	--	--	Yes
	Fresno Council of Governments	--	--	Yes	Yes	Yes
	Kern COG	--	--	Yes	Yes	Yes
	Kings County Association of Governments	--	--	Yes	No	No
	Madera County Transportation Commission	--	--	Yes	No	No
	Merced County Association of Governments	--	--	Yes	No	No
	Metropolitan Transportation Commission	--	--	Yes	Yes	Yes
	Sacramento Area COG	--	--	Yes	Yes	Yes
	San Diego Association of Governments	--	--	Yes	Yes	Yes
	San Joaquin COG	--	--	Yes	Yes	Yes
	San Luis Obispo COG	--	--	Yes	No	No
	Santa Barbara County Association of Governments	--	--	No	No	Yes
	Southern California Association of Governments	--	--	Yes	Yes	Yes
	Stanislaus COG	--	--	Yes	Yes	Yes
	Tulare County Association of Governments	--	--	Yes	Yes	Yes
<i>Colorado</i>	Colorado Department of Transportation	Yes	Yes	--	--	Yes
	Denver Regional COG	--	--	Yes	Yes	Yes
	North Front Range MPO	--	--	Yes	Yes	Yes
<i>Connecticut</i>	Capital Region COG	--	--	Yes	Yes	Yes
	Connecticut Department of Transportation	Yes	Yes	--	--	Yes
	Greater Bridgeport / Valley MPO	--	--	Yes	Yes	Yes
	Housatonic Valley MPO	--	--	Yes	Yes	Yes
	Lower Connecticut River Valley MPO	--	--	Yes	Yes	Yes
	Naugatuck Valley Council of Governments	--	--	Yes	Yes	Yes
	South Central Regional COG	--	--	Yes	Yes	Yes
	South Western MPO	--	--	Yes	Yes	Yes

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5
<i>Delaware</i>	Southeastern Connecticut COG	--	--	Yes	Yes	Yes
	Delaware Department of Transportation	Yes	Yes	--	--	Yes
	Dover / Kent County MPO	--	--	Yes	No	No
	Salisbury-Wicomico MPO	--	--	Yes	No	No
	Wilmington Area Planning Council	--	--	Yes	Yes	Yes
<i>District of Columbia</i>	District Department of Transportation	Yes	Yes	--	--	Yes
	National Capital Region Transportation Planning Board	--	--	Yes	Yes	Yes
<i>Florida</i>	(none)	No	No	No	No	No
<i>Georgia</i>	Atlanta Regional Commission	--	--	Yes	Yes	Yes
	Cartersville-Bartow Metropolitan Planning Organization	--	--	Yes	Yes	Yes
	Gainesville-Hall MPO	--	--	No	No	Yes
	Georgia Department of Transportation	Yes	Yes	--	--	Yes
<i>Hawaii</i>	(none)	No	No	No	No	No
<i>Idaho</i>	Bannock Transportation Planning Organization	--	--	Yes	No	No
	Community Planning Association of Southwest Idaho	--	--	Yes	Yes	Yes
	Idaho Transportation Department	Yes	Yes	--	--	Yes
<i>Illinois</i>	Chicago Metropolitan Agency for Planning	--	--	Yes	Yes	Yes
	East-West Gateway Council of Government	--	--	Yes	Yes	Yes
	Illinois Department of Transportation	Yes	Yes	--	--	Yes
<i>Indiana</i>	Chicago Metropolitan Agency for Planning	--	--	Yes	Yes	Yes
	Indiana Department of Transportation	Yes	Yes	--	--	Yes
	Louisville Area MPO	--	--	Yes	Yes	Yes
	Michiana Area COG	--	--	No	No	Yes
	Northwest Indiana Regional Planning Commission	--	--	Yes	Yes	Yes
	Ohio-Kentucky-Indiana Regional Council of Governments	--	--	Yes	Yes	Yes
	(none)	No	No	No	No	No
<i>Iowa</i>	(none)	No	No	No	No	No
<i>Kansas</i>	(none)	No	No	No	No	No
<i>Kentucky</i>	Kentucky Transportation Cabinet	Yes	Yes	--	--	Yes
	Louisville Area MPO	--	--	Yes	Yes	Yes

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5	
<i>Louisiana</i>	Ohio-Kentucky-Indiana Regional Council of Governments	--	--	Yes	Yes	Yes	
	Capital Region Planning Commission	--	--	Yes	Yes	Yes	
	Louisiana Department of Transportation and Development	Yes	Yes	--	--	Yes	
<i>Maine</i>	(none)	No	No	No	No	No	
<i>Maryland</i>	Baltimore Regional Transportation Board	--	--	Yes	Yes	Yes	
	Calvert - St. Mary	--	--	Yes	No	No	
	Maryland Department of Transportation	Yes	Yes	--	--	Yes	
<i>Massachusetts</i>	National Capital Region Transportation Planning Board	--	--	Yes	Yes	Yes	
	Salisbury-Wicomico MPO	--	--	Yes	No	No	
	Wilmington Area Planning Council	--	--	Yes	Yes	Yes	
	Boston Region MPO	--	--	Yes	Yes	Yes	
	Central Massachusetts MPO	--	--	Yes	Yes	Yes	
	Massachusetts Department of Transportation	Yes	Yes	--	--	Yes	
	Merrimack Valley MPO	--	--	No	No	Yes	
	Montachusett MPO	--	--		No	Yes	
	Northern Middlesex MPO	--	--	Yes	Yes	Yes	
	Old Colony MPO	--	--		No	Yes	
	Pioneer Valley MPO	--	--	Yes	Yes	Yes	
	Southeastern Massachusetts MPO	--	--	No	No	Yes	
	<i>Michigan</i>	Genesee County Metropolitan Planning Commission	--	--	No	No	Yes
		Macatawa Area Coordinating Council	--	--	Yes	No	No
		Michigan Department of Transportation	Yes	Yes	--	--	Yes
Southeast Michigan COG		--	--	Yes	Yes	Yes	
Southwest Michigan Planning Commission		--	--	Yes	Yes	Yes	
<i>Minnesota</i>	West Michigan Shoreline Regional Development Commission	--	--	Yes	No	No	
	Metropolitan Council	--	--	Yes	Yes	Yes	
	Minnesota Department of Transportation	No	Yes	--	--	Yes	
<i>Mississippi</i>	Memphis Urban Area MPO	--	--	Yes	Yes	Yes	

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5
<i>Missouri</i>	Mississippi Department of Transportation	Yes	Yes	--	--	Yes
	East-West Gateway Council of Government	--	--	Yes	Yes	Yes
<i>Montana</i>	Missouri Department of Transportation	Yes	Yes	--	--	Yes
	Great Falls Planning and Community Development Department	--	--	Yes	No	No
	Missoula Metropolitan Planning Organization	--	--	Yes	No	No
	Montana Department of Transportation	Yes	No	--	--	No
<i>Nebraska</i>	Yellowstone County Planning Board	--	--	Yes	No	No
	(none)	No	No	No	No	No
<i>Nevada</i>	Nevada Department of Transportation	Yes	Yes	--	--	Yes
	Regional Transportation Commission of Southern Nevada	--	--	Yes	Yes	Yes
	Regional Transportation Commission of Washoe County	--	--	Yes	Yes	Yes
	Tahoe MPO	--	--	Yes	No	No
<i>New Hampshire</i>	New Hampshire Department of Transportation		Yes	--	--	Yes
	Rockingham Planning Commission	--	--	No	No	Yes
<i>New Jersey</i>	Delaware Valley Regional Planning Commission	--	--	Yes	Yes	Yes
	New Jersey Department of Transportation	Yes	Yes	--	--	Yes
	North Jersey Transportation Planning Authority	--	--	Yes	Yes	Yes
<i>New Mexico</i>	South Jersey Transportation Planning Organization	--	--	Yes	Yes	Yes
	El Paso MPO	--	--	Yes	Yes	Yes
	New Mexico Department of Transportation	Yes	Yes	--	--	Yes
	<i>New York</i>	New York Metropolitan Transportation Council	--	--	Yes	Yes
New York State Department of Transportation		Yes	Yes	--	--	Yes
Orange County Transportation Council		--	--	Yes	Yes	Yes
	Dutchess County Transportation Council	--	--	No	No	Yes

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5	
<i>North Carolina</i>	Cabarrus-Rowan MPO	--	--	Yes	Yes	Yes	
	Charlotte Regional Transportation Planning Organization	--	--	Yes	Yes	Yes	
	Gaston Cleveland Lincoln MPO	--	--	Yes	Yes	Yes	
	North Carolina Department of Transportation	Yes	Yes	--	--	Yes	
<i>Ohio</i>	Akron Metropolitan Area Transportation Study	--	--	Yes	Yes	Yes	
	Brook-Hancock-Jefferson Metropolitan Planning Commission	--	--	Yes	No	No	
	Licking County Area Transportation Study	--	--	Yes	Yes	Yes	
	Miami Valley Regional Planning Commission	--	--	Yes	Yes	Yes	
	Mid-Ohio Regional Planning Commission	--	--	Yes	Yes	Yes	
	Northeast Ohio Areawide Coordinating Agency	--	--	Yes	Yes	Yes	
	Ohio Department of Transportation	Yes	Yes	--	--	Yes	
	Ohio-Kentucky-Indiana Regional Council of Governments	--	--	Yes	Yes	Yes	
	Policy Committee of the Erie Regional Planning Commission	--	--	Yes	No	No	
	Stark County Area Transportation Study	--	--	Yes	Yes	Yes	
	Toledo Metropolitan Area COG	--	--	No	No	Yes	
	<i>Oklahoma</i> <i>Oregon</i>	(none)	No	No	No	No	No
	Central Lane MPO	--	--	Yes	Yes	Yes	
	Middle Rogue MPO	--	--	Yes	No	No	
Oregon Department of Transportation	Yes	Yes	--	--	Yes		
Rogue Valley MPO	--	--	Yes	No	No		
Salem-Keizer Area Transportation Study	--	--	Yes	Yes	Yes		
Walla Walla Valley MPO	--	--	Yes	No	No		
<i>Pennsylvania</i>	Cambria County MPO	--	--	Yes	No	No	
	Delaware Valley Regional Planning Commission	--	--	Yes	Yes	Yes	
	Harrisburg Area Transportation Study	--	--	Yes	Yes	Yes	
	Lancaster County Transportation Coordinating Committee	--	--	Yes	Yes	Yes	

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5
	Lebanon County MPO	--	--	Yes	Yes	Yes
	Lehigh Valley Transportation Study	--	--	Yes	Yes	Yes
	Northeastern Pennsylvania Planning Alliance MPO	--	--	Yes	Yes	Yes
	Pennsylvania Department of Transportation	Yes	Yes	--	--	Yes
	Reading Area Transportation Study	--	--	Yes	Yes	Yes
	Southwestern Pennsylvania Commission	--	--	Yes	Yes	Yes
	York Area MPO	--	--	Yes	Yes	Yes
<i>Puerto Rico</i>	Departamento de Transportación y Obras Públicas	No	Yes	--	--	Yes
	Puerto Rico Metropolitan Planning Organization	--	--	No	Yes	Yes
<i>Rhode Island</i>	Rhode Island Department of Transportation	No	Yes	--	--	Yes
	State Planning Council	--	--	No	No	Yes
<i>South Carolina</i>	Rock Hill-Fort Mill Area Transportation Study	--	--	Yes	Yes	Yes
	South Carolina Department of Transportation	Yes	Yes	--	--	Yes
<i>Tennessee</i>	Knoxville Regional Transportation Planning Organization	--	--	Yes	Yes	Yes
	Memphis Urban Area MPO	--	--	Yes	Yes	Yes
	Tennessee Department of Transportation	Yes	Yes	--	--	Yes
<i>Texas</i>	Alamo Area MPO	--	--	Yes	Yes	Yes
	El Paso MPO	--	--	Yes	Yes	Yes
	Houston-Galveston Area Council	--	--	Yes	Yes	Yes
	North Central Texas COG	--	--	Yes	Yes	Yes
	Texas Department of Transportation	Yes	Yes	--	--	Yes
<i>Utah</i>	Cache MPO	--	--	Yes	No	No
	Mountainland Association of Governments	--	--	Yes	Yes	Yes
	Utah Department of Transportation	Yes	Yes	--	--	Yes
	Wasatch Front Regional Council	--	--	Yes	Yes	Yes
<i>Vermont</i>	(none)	No	No	No	No	No
<i>Virginia</i>	Fredericksburg Area MPO	--	--	No	No	Yes
	National Capital Region Transportation Planning Board	--	--	Yes	Yes	Yes

State	Entity	Table 1	Table 2	Table 3	Table 4	Table 5
<i>Washington</i>	Virginia Department of Transportation	Yes	Yes	--	--	Yes
	Benton-Franklin Council of Governments	--	--	Yes	Yes	Yes
	Puget Sound Regional Council	--	--	Yes	Yes	Yes
	Spokane Regional Transportation Council	--	--	Yes	Yes	Yes
	Walla Walla Valley MPO	--	--	Yes	No	No
<i>West Virginia</i>	Washington Department of Transportation	Yes	Yes	--	--	Yes
	Yakima Valley MPO	--	--	Yes	No	No
	Brook-Hancock-Jefferson Metropolitan Planning Commission	--	--	Yes	No	No
	Regional Intergovernmental Council	--	--	Yes	No	No
<i>Wisconsin</i>	West Virginia Department of Transportation	Yes	No	--	--	No
	Sheboygan MPO	--	--	Yes	No	No
	Southeastern Wisconsin Regional Planning Commission	--	--	Yes	Yes	Yes
<i>Wyoming</i>	Wisconsin Department of Transportation	Yes	Yes	--	--	Yes
	Wyoming Department of Transportation	Yes	No	--	--	No