

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2207-25: Adopting the System Performance (PM3) CMAQ Congestion Performance Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, Title 23, Sections 134 and 150 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the System Performance Measures on January 18, 2017, requiring the New Jersey Department of Transportation (NJDOT) and MPOs to develop and adopt targets assessing annual hours of peak hour excessive delay (PHED) per capita and percentage of non-single-occupancy vehicle (non-SOV) travel in all urbanized areas of more than 1 million people, who are also in nonattainment or maintenance for ozone; and

WHEREAS, with a population of approximately 5.5 million, the Philadelphia-PA-NJ-DE-MD Urbanized Area meets this threshold; and

WHEREAS, a small portion of the SJTPO region falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area; and

WHEREAS, the final rule also requires that MPOs coordinate with NJDOT and other partners to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

WHEREAS, SJTPO coordinated with the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the North Jersey Transportation Planning Authority (NJTPA), the Wilmington Area Planning Council (WILMAPCO), the Lehigh Valley Planning Commission, the Berks County MPO, the Lancaster County MPO, and the Maryland State Highway Administration on analyzing trends and developing appropriate congestion performance targets; and

WHEREAS, for Peak Hour Excessive Delay (PHED) Per Capita, the members of the Philadelphia-PA-NJ-DE-MD Urbanized Area agreed to a baseline is 13.1 person-hours/capita, with a 2-year target of 15.2 person-hours/capita, and a 4-year target of 15.1 person-hours/capita; and


WHEREAS, for the Percent of Non-Single Occupancy Vehicle (non-SOV), the members of the Philadelphia-PA-NJ-DE-MD Urbanized Area agreed to a baseline is 30.6%, with a 2-year target of 30.0% and a 4-year target of 30.0%; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby endorses and adopts the statewide targets for each of the System Performance (PM3) CMAQ Congestion Performance Targets set by NJDOT in collaboration with the Philadelphia, PA-NJ-DE-MD member agencies, as required by the National Performance Management Measures Congestion Mitigation and Air Quality Improvement Program Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the congestion performance targets in support of the CMAQ Program.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on July 25, 2022.



John W. Risley, Secretary/Treasurer