A RESOLUTION
BY THE
TRANSPORTATION POLICY BOARD
OF THE
MEMPHIS URBAN AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTION OF THE
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PERFORMANCE MEASURE (PM3) TARGETS

RESOLUTION #2026-04

WHEREAS, the Memphis Urban Area Metropolitan Planning Organization (MPO) is the organization responsible for planning an efficient transportation system in the Memphis Metropolitan Planning Area and for the appropriate use of federal transportation funds in that area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and then the 2015 Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions, and in 2021 Congress passed the Infrastructure Investment and Jobs Act (IIJA), continuing the performance based planning program; and

WHEREAS, State DOTs and MPOs are required to establish targets on measures identified in 23 Code of Federal Regulations (CFR) 490; and

WHEREAS, 23 CFR Part 490 – Subpart G - the Congestion Mitigation and Air Quality (CMAQ) Performance Measures, requires single, unified targets to be established, by the Memphis MPO, the West Memphis MPO, the Tennessee Department of Transportation (TDOT), the Mississippi Department of Transportation (MDOT), and the Arkansas Department of Transportation (ArDOT) which applies to the entirety of the tri-state Memphis TN, MS, AR Urbanized Area for two measures - the annual hours of Peak Hour Excessive Delay (PHED) per capita, and the percent of Non-Single Occupancy Vehicles (SOV) travel; and

WHEREAS, the Memphis MPO, the West Memphis MPO, TDOT, MDOT, and ArDOT, coordinated efforts to establish single, unified targets for the tri-state area, and updated the 2-year and 4-year targets for the annual hours of Peak Hour Excessive Delay (PHED) per capita and the percent of Non-Single Occupancy Vehicles (SOV) travel for Subpart G CMAQ Performance Measures; as depicted in **Table 1**, attached to this resolution; and

WHEREAS, the Memphis MPO, the West Memphis MPO, TDOT, MDOT, and ArDOT, held regularly scheduled meetings to coordinate efforts and establish single, unified targets for the tri-state area for Subpart G CMAQ Performance Measures; and

WHEREAS, 23 CFR 490 – Subpart H, the System Performance Management regulations established four total measures for system performance conditions with one performance measure to assess total vehicle emissions reduction statewide as follows: total reduction of emissions from on-road mobile sources, as depicted in **Table 2**, attached to this resolution; and

WHEREAS, the Tennessee Department of Transportation (TDOT) and the Mississippi Department of Transportation (MDOT) must establish 2- and 4-year targets for the above measures for the performance period; and

WHEREAS, the MPO supports the Tennessee Department of Transportation (TDOT) and the Mississippi Department of Transportation (MDOT) 2- and 4-year targets for Subpart H CMAQ Performance Measures; and

WHEREAS, the Engineering and Technical Committee has reviewed the targets and has recommended approval of the CMAQ Performance Measure Targets for Subpart G and Subpart H to the Transportation Policy Boad (TPB);

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Board of the Memphis Urban Area Metropolitan Planning Organization does hereby approve that the Memphis MPO will support the CMAQ targets, as depicted in **Table 1**, which will be reported to FHWA no later than October 1, 2026, by the State DOTs.

Resolution duly passed on July 30, 2026

Mayor Rhea "Skip" Taylor
Vice Chairman, Transportation Policy Board
Memphis Urban Area Metropolitan Planning Organization

MEMPHIS URBAN AREA METROPOLITAN PLANNING ORGANIZATION CMAQ PERFORMANCE MEASURE TARGETS

Table 1
Subpart G: Traffic Congestion – Memphis, TN-MS-AR Urbanized Area

	Baseline	2-Year Target (2028)	4-Year Target (2030)
Annual Hrs. of Peak-Hr. Excessive Delay (PHED) per Capita	8.1 Hours	10.8 Hours	10.8 Hours
Percentage of Non-Single Occupancy Vehicle Travel	24.0%	19.9%	19.9%

Table 2
Subpart H: On-Road Mobile Source Emissions

	Tennessee			Mississippi		
	Baseline	**2-Year Target (2028)**	**4-Year Target (2030)**	**Baseline**	**2-Year Target (2028)**	**4-Year Target (2030)**
Total Emissions Reductions (VOC) kg/day	1.241	2.188	4.376	0	≥ 0	≥ 0
Total Emissions Reductions (NOx) kg/day	22.659	11.790	23.580	0	≥ 0	≥ 0

MEMPHIS URBAN AREA METROPOLITAN PLANNING ORGANIZATION CMAQ PERFORMANCE MEASURE TARGETS – PREVIOUS CYCLE (2022-2026)

Table 1
Subpart G: Traffic Congestion – Memphis, TN-MS-AR Urbanized Area

	2-Year Target (2024)	4-Year Target (2026) – updated*
Annual Hrs. of Peak-Hr. Excessive Delay (PHED) per Capita	9.6 Hours	10.8 Hours*
Percentage of Non-Single Occupancy Vehicle Travel	16.2%	16.2%

Table 2
Subpart H: On-Road Mobile Source Emissions

	Tennessee		Mississippi	
	2-Year Target (2024)	**4-Year Target (2026) – updated***	**2-Year Target (2024)**	**4-Year Target (2026)**
Total Emissions Reductions (VOC) kg/day	33.968	30.854*	≥ 0	≥ 0
Total Emissions Reductions (NOx) kg/day	32.670	27.808*	≥ 0	≥ 0