

**RESOLUTION NO. 2023-11**  
**RESOLUTION OF THE SOUTHEASTERN WISCONSIN**  
**REGIONAL PLANNING COMMISSION AMENDING THE 2023-2026 TRANSPORTATION**  
**IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN TO INCLUDE REGIONAL**  
**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM EMISSION**  
**REDUCTION TARGETS**

WHEREAS, the Southeastern Wisconsin Regional Planning Commission, by Resolution No. 2022-22 on the 7<sup>th</sup> day of December 2022, endorsed the *Transportation Improvement Program for Southeastern Wisconsin: 2023-2026*; and

WHEREAS, a National performance management framework was created by the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012, and continued in the Fixing America's Surface Transportation Act (FAST Act) of 2015 and the Infrastructure Investment and Jobs Act (IIJA) of 2021, which included the establishment of performance measures and targets; and

WHEREAS, as part of implementation of the National performance management framework, the U.S. Department of Transportation Federal Highway Administration developed and published regulations (effective on 20<sup>th</sup> day of May 2019) for States and metropolitan planning organizations (MPOs) to establish targets for performance measures related to the amount of estimated emission reductions from CMAQ-funded projects; and

WHEREAS, pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation established statewide targets for the three Federal CMAQ emission reduction performance measures for the time periods of 2022 through 2023 and 2022 through 2025 on December 16, 2021, a draft of which are provided in the report for the 2023-2026 transportation improvement program as Table E.12; and

WHEREAS, within 180 days of the establishment of the CMAQ emission reduction targets by the Wisconsin Department of Transportation, the Commission, as the designated MPO for the five urbanized areas in Southeastern Wisconsin, is required to establish, for its metropolitan planning area, years 2022 through 2023 and 2022 through 2025 regional targets for the three CMAQ emission reduction performance measures; and

WHEREAS, under the regulations, there are no punitive consequences to the Commission should the CMAQ performance targets not be achieved for the target years; and

WHEREAS, the years 2022 through 2023 and 2022 through 2025 CMAQ-related emission reduction performance targets for Southeastern Wisconsin (as shown on Exhibit A) are based on CMAQ projects expected to be implemented within the two timeframes, consistent with the methodology utilized for the establishment of previous emission reduction targets, as documented in a SEWRPC report entitled, *Third Amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin, Establishing Targets for Federal Performance Measures: Transit Asset Management, National Highway System Condition and Performance, Freight Performance, and Congestion Mitigation and Air Quality Improvement*; and

WHEREAS, the revision to Appendix E of the 2023-2026 transportation improvement program document, as set forth in Exhibit A, has been reviewed and endorsed by the Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas; and

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WHEREAS, the Fiscally Constrained Transportation System, as amended, and transportation improvement program have been determined to conform with the 2006 24-hour fine particulate standard and the existing State of Wisconsin Air Quality Redesignation and Maintenance Plan for the year 2006 24-hour fine particulate standard, the 1997 eight-hour ozone standard and the existing State of Wisconsin Maintenance Plan for the 1997 eight-hour ozone standard, the 2008 eight-hour ozone standard and the existing State of Wisconsin Attainment Plan for the 2008 eight-hour ozone standard, and the 2015 eight-hour ozone standard and the budget tests described in 40 CFR 93.109 and 40 CFR 93.118 as required by the Federal Clean Air Act Amendments of 1990.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That the 2023-2026 transportation improvement program be amended to revise Table E.12 to include the years 2022 through 2023 and 2022 through 2025 regional targets for the CMAQ emission reduction performance measures identified in Exhibit A attached hereto hereby are approved.

SECOND: That a true, correct, and exact copy of this resolution and its attachments shall be forthwith transmitted through the Secretary of the Wisconsin Department of Transportation to the Governor the Federal Transit Administration, and the Federal Highway Administration.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at a meeting of the Southeastern Wisconsin Regional Planning Commission held on the 14<sup>th</sup> day of June 2023, with the vote being 18 ayes; 0 nays.

  
Charles L. Colman, Chairman

ATTEST:

  
Benjamin R. McKay, Deputy Secretary

Exhibit A

**Table E.12 (revised)**  
**Regional Emission-Related CMAQ Targets**

<b>Performance Measure</b>	<b>Years 2018-2021 Baseline Data<sup>a</sup></b>	<b>Years 2022-2023 Target<sup>b</sup></b>	<b>Years 2022-2025 Target<sup>b</sup></b>
Reduction in VOC <sup>c</sup> (kg/day)	14.653	≥4.999	≥6.361
Reduction in NO <sub>x</sub> <sup>d</sup> (kg/day)	66.459	≥14.462	≥17.661
Reduction in PM <sub>2.5</sub> <sup>e</sup> (kg/day)	6.475	≥2.451	≥2.882

<sup>a</sup> Emission reductions estimated for all of the projects implemented with CMAQ funding over the four-year period of 2018 through 2021.

<sup>b</sup> Two-year emission reduction target was developed based on the emission reductions estimated for projects completed or programmed in years 2022 and 2023. The incremental increase between the two- and four-year emission reduction targets was calculated from the emission reductions estimated for projects programmed in years 2024 and 2025 and from an estimate of the potential emission reductions for projects selected from the next funding cycle expected to be awarded in 2024. The potential emission reductions for the next funding cycle was calculated based on an average of the estimated emission reductions for projects awarded CMAQ funding in the latest two funding cycles.

<sup>c</sup> Volatile organic compounds.

<sup>d</sup> Nitrogen oxides.

<sup>e</sup> Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller.

Source: Wisconsin Department of Transportation and SEWRPC