

PERFORMANCE BASED PLANNING & PROGRAMMING

CMAQ Program Measures: Targets for 2022–2025

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Contents of Presentation

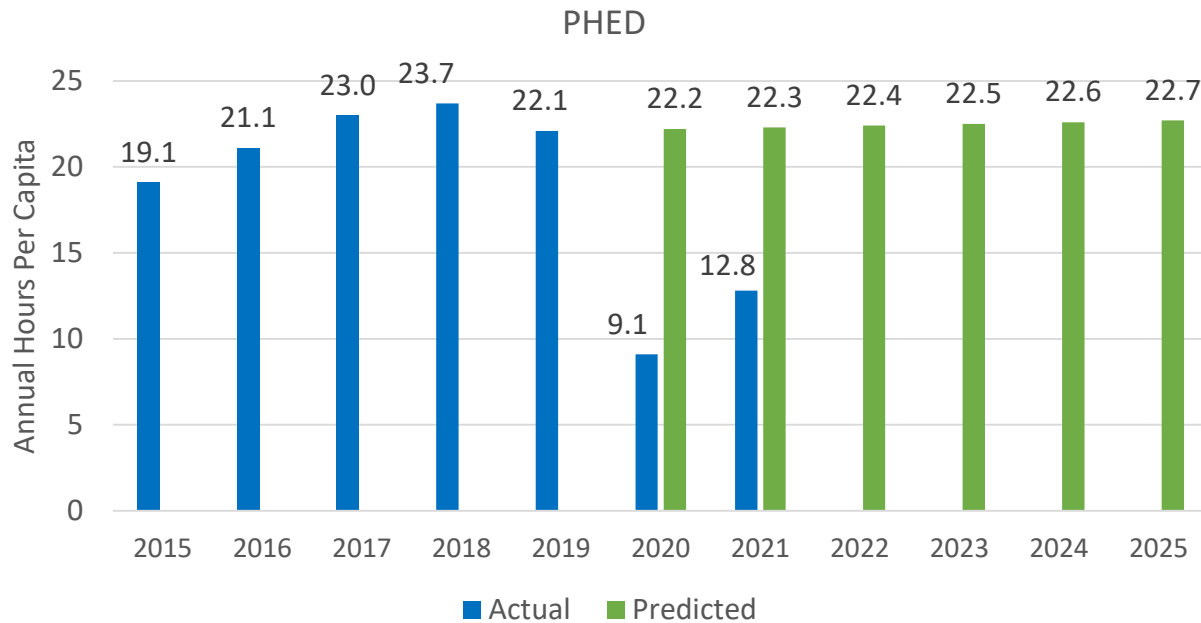
- CMAQ Program Performance Measures
 - Traffic Congestion: Peak Hour Excessive Delay
 - Traffic Congestion: Mode Share (non-SOV)
 - On road Emissions Reduction
- CMAQ Program Performance Targets were developed in close coordination with State DOTs
 - Reviewed by State DOT staff and by TPB Technical Committee
 - ❖ The draft targets and the methodology for forecasting were briefed to the board at its May 18 meeting

CMAQ Program: Performance Measures

	Performance Measures
CMAQ Program: Traffic Congestion	Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita
	Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)
CMAQ Program: Emissions Reduction	Emissions - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor



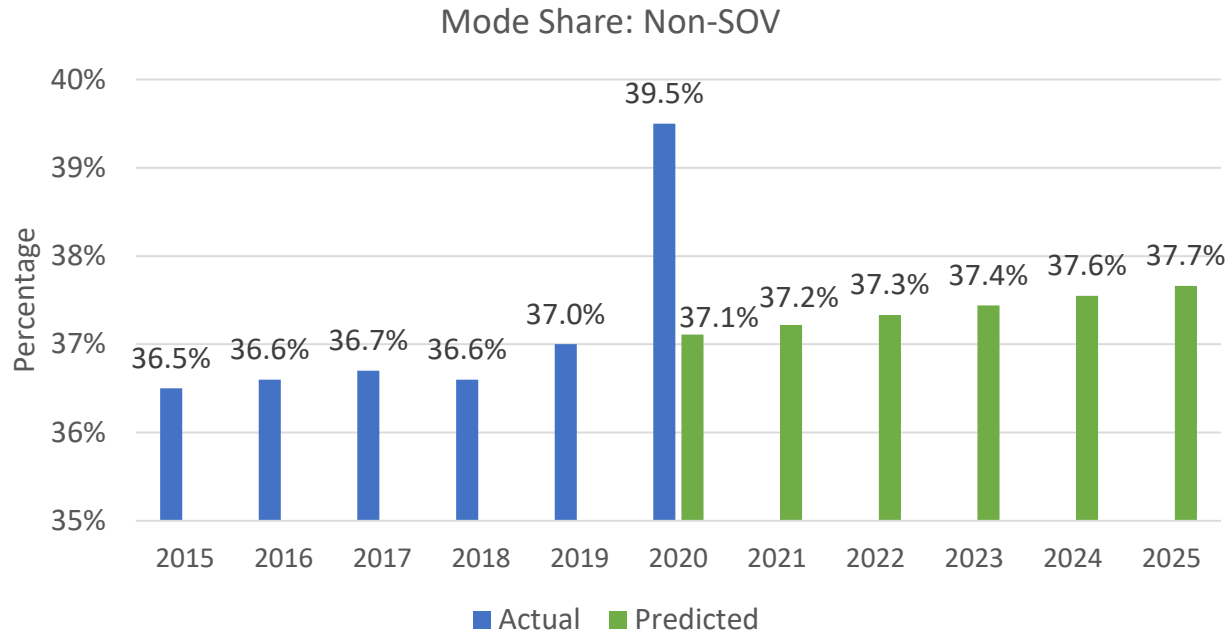
2022-2025 Draft PHED Graph and Target



DRAFT	CY 2022 – 2023 Two Year Target	CY 2022 – 2025 Four Year Target
Peak Hour Excessive Delay (PHED)	22.5 Hours	22.7 Hours



2022-2025 Draft Mode Share Graph and Target



DRAFT	CY 2022 – 2023 Two Year Target	CY 2022 – 2025 Four Year Target
Mode Share (Non-SOV)	37.4%	37.7%



2022-2025 Emissions Reduction Targets

Factors in 2022-2025 CMAQ Emission Reduction forecasting and target-setting

- Maryland and Virginia CMAQ Projects already selected through 2026, though not all have quantitative emissions calculated
- DC's CMAQ projects are still in development
- Draft targets based on forecast reductions or average of past annual reductions

	FFY 2022 - 2023 Two Year Target	FFY 2022 - 2025 Four Year Target
Volatile Organic Compounds (VOCs)	0.610 Kg/Day	9.408 Kg/Day
Nitrogen Oxides (NOx)	2.830 Kg/Day	21.117 Kg/Day



Next Steps

- Following adoption, transmit approved CMAQ traffic congestion and emissions reductions targets to State DOTs and adjoining MPOs
 - FAMPO and BRTB need to approve PHED and Mode Sahre targets for the Washington DC urban area
 - TPB Steering Committee approval of BRTB MPO targets for Baltimore urban area
- TPB staff will complete the MPO CMAQ Performance Plans (2018-2021, 2022-2025) and submit to State DOTs by September
 - State DOTs submit targets and MPO Performance Plans to FHWA by October 1, 2022



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