



MEMORANDUM

TO: TPB Technical Committee
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Performance-Based Planning and Programming (PBPP) CMAQ Program Targets - DRAFT
DATE: April 29, 2022

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements for performance measures of the Congestion Mitigation and Air Quality (CMAQ) Program area. State DOTs and MPOs are required to establish CMAQ Program targets as applicable. New targets are required to be set for the period 2022 through 2025. Reports on performance vs. the 2018-2021 targets and on the new 2022-2025 targets are due to FHWA by October 1, 2022.

CMAQ PROGRAM PERFORMANCE MEASURES

There are three performance measures in the Congestion Mitigation and Air Quality (CMAQ) Program area. The measures and the 2018-2021 targets are shown in the tables below:

CMAQ Program: Traffic Congestion

Performance Measure for the Washington DC-MD-VA Urbanized Area	2-year Target 2018 - 2019	4-year Target 2018 - 2021
Peak Hour Excessive Delay (PHED) - Annual hours of peak hour excessive delay per capita	n/a	26.7 Hours
Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)	36.9%	37.2%

CMAQ Program: Emissions Reduction

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	2-year Target FFY 2018 - 2019	4-year Target FFY 2018 - 2021
Volatile Organic Compounds (VOCs)	1.8376 Kg/Day	2.1950 Kg/Day
Nitrogen Oxides (NOx)	4.0194 Kg/Day	4.7026 Kg/Day

The CMAQ Program Traffic Congestion performance measures are Peak Hour Excessive Delay (PHED) and Mode Share (Non-SOV Travel) in the Washington, DC-MD-VA urbanized area. For the 2018-2021 targets, TPB staff used an average of a relevant indicator for traffic conditions from the

TPB Travel Demand Model and extrapolation of past performance. Use of the travel demand model considers near-term predicted changes in population, employment and other factors that increase travel demand, as well as changes in the highway and transit network while the extrapolation method captures recent trends over time.

The CMAQ Program Emissions Reduction performance measure are the on-road mobile source total emission reductions from CMAQ-funded projects for each applicable criteria pollutant and precursor. The applicable pollutants and precursors for the portion of the Washington, DC-MD-VA eight-hour zone nonattainment area within the TPB planning area boundary are Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). These targets are set by federal fiscal year. For the 2018-2021 targets TPB staff summed the forecast emissions reduction benefits forecast by each state for CMAQ projects planned in the region. The combined emissions reduction was then used to set the two-year and four-year targets for the two applicable pollutants.

REGIONAL CMAQ PROGRAM TARGETS – DRAFT 2022-2025

Using methodologies generally consistent with those used in 2018, TPB staff have developed a draft set of CMAQ Program targets for the 2022-2025 four-year period, per below.

Additional information is anticipated in the month of May that will likely lead to some adjustments in these targets. The goal is to finalize these targets for adoption by the TPB at its June 15 meeting.

2022-2025 Regional CMAQ Program Targets – DRAFT – as of April 29, 2022

CMAQ Program: Traffic Congestion

Performance Measure for the Washington DC-MD-VA Urbanized Area	2-year Target 2022 – 2023	4-year Target 2022 – 2025
Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita	22.5 Hours	22.7 Hours
Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)	37.4%	37.7%

CMAQ Program: Emissions Reduction

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	2-year Target FFY 2022 – 2023	4-year Target FFY 2023 – 2025
Volatile Organic Compounds (VOCs)	7.840 Kg/Day	15.680 Kg/Day
Nitrogen Oxides (NOx)	13.312 Kg/Day	26.624 Kg/Day